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from—

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CHINA BUILDING. TEL. U. 269.

The Hongkong Telegraph.

FOUNDED 1861
NO. 22,174

六拜禮

號一廿月五英港香

SATURDAY, MAY 21, 1927.

日一廿月四

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That shiny PONTOP
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DARK your car under one of
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BRITISH PLANES FIRED ON.

CHIANG ACCUSES BRITAIN OF AIDING NORTH.

ANTI-REDS DEMAND BORODIN'S SURRENDER.

HEAVY FIGHTING SOON.

Marshal Chiang Kai-shek, who has now left Shanghai, made a speech there yesterday in which he accused the British of helping the Northerners in the recent bombardment of the Woosung Forts. British aeroplanes were fired on the previous day, both by the Northern cruisers and the Southern forces.

News from Hankow states that the anti-Red General Sha Tao-yin has reached Pagoda Hill, just behind Wuchang and is making demands on the defenders, including the surrender of Borodin and other prominent leaders. There is a growing rice shortage owing to the military taking all they can discover and there is a food crisis imminent. The panic and exodus among the Chinese population continues.

There have been some disturbances at Kiukiang owing to the military commandeering water transport. The Southerners have succeeded in crossing to the North bank of the river.

The British Minister, Sir Miles Lampson, has arrived at Shanghai on board a British warship.

From Chinkiang comes the report that a resumption of hostilities on a large scale is expected soon, and that there was a preliminary artillery duel there yesterday.

HANKOW FOOD CRISIS GROWS WORSE.

Shanghai, May 20. Indiscriminate firing took place along the Southern naval forces have concentrated at Woosung. It is now understood that they have no intention of fighting the Northerners unless they are compelled to do so.

Marshal Chiang Kai-shek left Shanghai at noon to-day. Before leaving, he made a speech in the course of which he made accusations against the British, including the charge that British aeroplanes had assisted in the Northern attack on the Woosung Forts. He also suggested that British aeroplanes had done their best to prevent the passage of rolling stock from Nanking to Peking. The Chinese cruiser Hanchi (Northern), fired at two British aeroplanes yesterday, while the Cantonese fired at one to-day. —Naval Wireless.

ANTI-REDS AT WUCHANG.

Surrender of Borodin Demanded.

Hankow, May 20. The Hankow Government is sending all available troops to Wuchang to resist the threat offered by General Sha Tao-yin's troops. Information to hand is to the effect that the anti-Red forces under Gen. Sha Tao-yin have already reached Pagoda Hill, behind Wuchang.

The commander of the anti-Red forces has issued an ultimatum demanding amongst other things, the surrender of the six leading Red leaders, including Comrade Borodin.

Although Gen. Sha Tao-yin is within striking distance of Wuchang, it is understood that the other forces attacking Hankow are at present inactive. Yang Sen's movements are unknown.

The rice shortage is now most acute, and the military have seized all stocks they can lay their hands on. All the rice-crops in the city have closed down, and Hankow is faced with a food crisis in the near future.

The civil population is becoming increasingly uneasy, and almost anything is being offered for an opportunity of getting away by steamer. —Naval Wireless.

DISTURBANCES AT KIUKIANG.

Communist Literature Dumped.

Kiukiang, May 20. The Nationalist forces are reported to have successfully crossed to the North bank, but there have been one or two minor disturbances, because of the commandeering of water transport, which is becoming more difficult to obtain. A certain amount of

FRAUDULENT IMPORT OF FANS.

ORGANISED GANG OPERATES SYSTEM.

\$13,000 WORTH DIVERTED.

What is believed to be a systematic diversion, for unlawful sale here, of palm leaf fans, on a large scale, has been discovered by the importers, and as a result a Chinese appeared before Mr. Lindsell this morning charged with unlawful possession of, and receiving unlawfully, 13 cases and 100 bales of these palm leaf fans, believed to have been stolen outside the waters of the Colony, and valued at \$2,000.

They were apparently diverted to the Colony by a gang of fraudulent operators, and found their way to the Wing On godown, where they were discovered by the Police on the complaint of the local distributors, the Luen Fat Import and Export Company, of Des Voeux Road, West.

It was stated that these fans are manufactured on a vast scale in the Sun Wui district, one of the Sze-yap districts on the mainland, and there is a big import to Hongkong. A syndicate operates the export business, consisting of an organisation of the fan makers. It seems that an organised gang of swindlers have managed to perfect a system whereby shipments have been diverted from the lawful importers, and in this way, it is estimated, there has been, up to date, a fraud to the extent of about \$13,000 perpetrated.

The defendant was remanded, on bail of \$20,000, half in cash and the other half in a personal bond.

Mr. Armstrong appeared for the importing firm, and Mr. Owen held a watching brief for the Wing On Company.

J. P. ELECTION.

FIXED FOR MONDAY WEEK.

It is notified by Command of His Excellency the Governor that an election by the Justices of the Peace of a Justice of the Peace to serve on the Legislative Council, during the absence of the Hon. Sir Henry Edward Pollock, K. C., will take place at the Registry, Supreme Court, on Monday, May 30th.

The ballot-box will be closed at 5.30 p.m.

Justices of the Peace who are Government officials are not entitled to take part in these proceedings.

Every candidate must be nominated in writing by one Justice and seconded by another and the nomination delivered to Mr. R. E. Lindsell, first Police magistrate, not later than 4 p.m. on Thursday, May 26th.

WORKERS' DEMANDS.

APPRENTICESHIP SYSTEM IN DISPUTE.

A dispute recently arose between the local Sandalwood Workers' Association and their employers, reports the vernacular press.

The sandalwood workers, who had an increase of wages last year, now have put forward fresh demands. They request that all apprentices newly joining the Association, and, in addition, every learner in the trade should pay a sum of \$70 to the Association funds, and should spend at least five years as an apprentice before he can be regarded as a worker entitled to full pay.

This proposal of the workers has been refused by the employers, who state that they consider that the power of employing and controlling apprentices should be in the hands of the employers themselves.

TO-DAY.

Dollar on demand 2/0/1/16.
Lighting-up 6.58 p.m.

FORCE DESIRED.

MISSIONARIES WANT FIRM HAND.

ONLY REMEDY FOR "REDS."

Conversations with missionaries from all parts of Hupeh and Hunan Provinces who have congregated at Hankow, particularly members of Catholic missions, have developed the interesting fact that they are agreed to a man that force is the only solution to the present debacle which has resulted in the desolation of one of the greatest institutions in China, namely the foreign missions, according to private advices received in Shanghai from Hankow.

The report from the Central China city states that furthermore the missionaries are agreed as are most foreigners that Bolshevism is the real trouble and that the Soviet is using the Nationalist movement as a tool and that force should be used immediately to eradicate the radical communists who they declare are devastating China in the interests of a world revolution, declares the N. C. Daily News.

One prominent missionary who was forced to flee from Lichow last December, stated: "Use force against the Bolsheviks immediately."

P. & O. STEAMER AFIRE.

Outward Bound Vessel
Involved.

London, May 20.

After leaving Suez on Tuesday last, fire broke out in the hold of the outward bound China mail steamer, Kalyan.

The vessel arrived at Port Sudan this morning and it is hoped to begin to discharge the damaged cargo to-morrow, and to complete the repairs by Monday. —Reuter.

They are responsible for the present chaos in China. They are using Chinese as tools, and foreigners, especially missionaries, will be unable to return to their posts until the Bolshevik influence has been ended. We will return when gunboats suppress the Reds, but until then we must stand idly by observing them confiscate our entire property without the payment of a single cent. Our rice fields have been confiscated as well as our real estate.

Valuable Property Taken.

"The radicals have occupied more than 120 of our Mission buildings in Changteh district alone, valued at hundreds of thousands of dollars. Because of this, I say, it is essential to counteract the Bolsheviks by the use of force, but not against Chinese, solely against the Communists."

"The Chinese are traditionally anti-foreign. Their history shows that the Middle Kingdom never wanted foreigners, even in the days of the Mongols and Manchus and other Asiatic invasions they have had wars with foreigners. Ever since the dawn of Chinese history anti-foreignism has been traditional with China. Active anti-foreignism may be expected to die out with the eradication of the Bolsheviks."

"Christianity has not failed in China. We will continue our mission. Though their leaders are at present inciting them, the Chinese are not essentially a patriotic people, although they love their land as true peasants. But the Chinese desire to live, hence their stomachs are important. Once they are told to quiet down and deal with foreigners again they'll do so the same as in the past."

Parallel With Russia.

The correspondent remarks that the impression grows while talking with such missionaries who have spent their lives in China that this revolution is almost identical with the Russian revolution in its early days. They are similar.

(Continued on Page 18.)

BRITISH-AMERICAN WAR CLAIMS.

AMICABLE SETTLEMENT IS REACHED.

AN EXCHANGE OF NOTES.

London, May 20.

It is authoritatively stated that there has been an exchange of Notes between America and Britain on the question of war claims, as a result of which a complete settlement of all naval and inter-departmental claims arising out of the war has been reached.

The American claims were for shipping losses during the Allied blockade of Germany before she entered the war and the British claims were concerned with the supply of services rendered to America and entirely independent of British war debts to America.

No figure is obtainable but the claims, which are very large, cancel out each other, neither party making a cash payment. The settlement is described as being based on common sense and with a desire to eliminate public excitement. Both parties have conceded many points in order to remove any possible cause of international friction. —Reuter.

SENTENCED FOR CONTEMPT.

OIL MAGNATE GOES TO GAOL.

Washington, May 20.

Mr. Harry Sinclair has been sentenced to three months' imprisonment and ordered to pay a fine of \$500, for contempt of the Senate, as reported on March 17. —Reuter's American Service.

A Washington message of March 17 stated: [Mr. Harry Sinclair, the oil magnate, whose trial began here on March 7, has found guilty of contempt of the Senate for refusing to answer four questions put to him by the Senate Public Lands Committee on March 22, 1924 during the Senate's investigation of the Teapot Dome Naval Oil Lease. The penalty is imprisonment for not less than a month and not exceeding 12 months. It is almost certain that Sinclair will appeal.]

INTERNATIONAL COMMERCE.

DISPUTES TO HAVE ARBITRATION.

Geneva, May 20.

The Economic Conference commerce committee in full session has adopted a report embracing the liberty of trading, customs tariffs, commercial policy, and treaties, and indirect means of protecting national trade and navigation, on broad lines.

It has also adopted an amendment providing that disputed questions as regards the interpretation or carrying out of commercial treaties should be referred to arbitration or preferably to the permanent Court of International Justice. —Reuter.

WHO IS DE SILVA?

(With Apologies to Shakespeare.)

Who is de Silva? What is he;
Such tearful farewells bidding?
Truthful, fair and wise is he
When a prospect he is kidding
That insured he might be
That insured he might be

Is he smart as he is keen

For business lives on smartness?

Holding pamphlets coloured green

He points out, "So"—quite artless

"The dotted line I mean."

"The dotted line I mean."

Then to de Silva let us sing

Now de Silva off is sailing

His P.P.C. all hearts will wring

He leaves us sadly wailing

Goodbye, Chin-Chin old thing

Goodbye, Chin-Chin old thing

Bulls and Inners

From the Office Butts.

The worst of having house-
maid's knee nowadays is that
everyone sees it.

A local emporium is selling
dresses that are guaranteed not
to run, shrink, or fade away.
They are also probably loud
enough to make themselves heard
in case of need.

Run-stop stockings have made
their appearance in Hongkong.
We recommend them to some of
our fielders for next season.

If any individual in Hongkong
is seeking a cool place during the
summer, we recommend Canton.

Canton police are to have their
pensions increased. In the mean-
time steps are being taken to pay
arrears of salary.

From the latest reports it
would appear that it's gas that
makes Chicago.

According to a paragraph in the
Telegraph's Very Idea feature, a
"chimney is over 200 ft. high, and
built of pressed breath God bless
them good and has never been
used." The very ideal!

Business is looking up in Hong-
kong. Now is the time for the
burnt child to prove that he never
did dread the fire.

Now that picnicking is all the
rage, lots more folk will live from
canned to mouth.

Part of the Peninsula Hotel is
reported to have a number of
leaks.

Judging from a court case this
week, we should certainly hate to
be in a Chinese pillow-fight.

Apparently this Arcos system
was Sorotina that Britain, without
a pang of any kind, Kinchuk the
lot of them out.

Kowloon has the unique oppor-
tunity of viewing "The Family
Upstairs" as something to laugh
at—for two nights only.

"Umbrellas Recovered" states a
notice in a local store. This
revives the hope that we may yet
see the one we left in a local
restaurant in 1922.

A loud sustained noise in the
vicinity of the Peninsula Hotel
the other evening proved, on in-
vestigation, to be the first meet-
ing of the Hongkong branch of
the Eisteddfod.

At the cinemas this week—"The
Ice Flood," and "Tracked in the
Snow Country." Boy! Turn on
that fan!

If the Scot can win a pot, with
a shot, why not?

Without comment—The motor
cars in this Colony run into
thousands.

This week's stray bat from the
belfry: "Making blotting paper
must be a very absorbing busi-
ness."

Yet Un-hung has been appoint-
ed Press Censor at Hankow. Me-
tu has been chosen to assist him.

With the Dragon twisting the
Lion's tail and pulling the
feathers out of the American
Eagle, it doesn't look too easy a
job for the Dove of Peace in
China.

The dawn of a mob civilization
is coming up "like thunder out
the China coast the Bay."

Hongkong baseball stars are
not yet shining on the diamonds.

If wishes were motorcars,
beggars would have no place to
park them.

Many a sour grape grows in the
shade of the legislative plum tree.

Hot Weather Note. Never leave
till to-morrow what you can take
off to-day!

If we had a match, we'd have
a swim this afternoon, if we had
a motor car!

After all, it's only logical that
the best people should be "in En-
quiry if the evidence had been
admissible."

"Girls to give Swimming
Lessons" says a Home newspaper.
Which will mean that the interest
wont.

A pervid Scot writes pointing
out that the Aberdonians might be
given a rest. We do not agree.
The Telegraph is a household
paper and there is always a
demand for pure fiction.

The latest Aberdonian yarn con-
cerns a native of the Granite City,
who is said to have waited at the
Postmaster-General with the view
to getting half-rate for his wire-
less tax, as he was deaf in one
ear and only used one earphone.

First reader: "I think some of
those 'How much do you know'
questions are silly."
Second reader: "I can't answer
many of them either."

It has been suggested that local
newspapers discontinue the pub-
lication of crossword puzzles. Of
late several Government servants
have been spending sleepless days.

In one of our local Courts the
other day a cookboy, who was sent
to prison for a month, pleaded re-
duction of his sentence on the
ground that he never stayed in one
place longer than a fortnight.

We regret to report that a
Portuguese resident in Kowloon,
is at present suffering from acute
guitarrh.

Social obligations become a
bore during the hot weather. One
sees so much more of one's lady
friends at all times.

The film which was advertised
as a Romance of the Big Top,
should have proved especially
attractive to the Frothblowers.

Pola Negri has married the
Polish Prince, Serge Mdivani.
This should bring a certain
amount of polish to the cinema
industry.

And Pola will now have princely-
pal parts in all social functions.

The Post refers to school chil-
dren having
"quous uoedipm sspu u uqny."
It seems to have upset the lady
somewhat.

It is rumoured that the collapse
of a market the other day was due
to a trader knocking down the
prices.

"Are you ashamed of your
English?" asks an advertisement.
Only on St. Andrew's Night.

"Do Foolish Wives Pay?" was
presented by the Wilbur Players
during the week. The answer is
in the negative. The other kind
charge it up as well.

Whiskery won the Kentucky
Derby by a hair, after a close
shave.

The advertiser who wishes to
exchange pieces of furniture for
a portable typewriter, has the
manners of a Chesterfield.

Guests at Government House re-
ception will be welcome in shell
jackets.

The 50 cent Hongkong stamp is
to be overprinted "China." Our
friends at Home will now know
where we live.

The morality of our local race
course is likely to be damaged
now that so many Welshers in
khaki have arrived.

In reporting a local wedding,
the Daily Press referred to the
"Health of Bride Couple." We
trust this did not lead to a bit
of an Hatteration!

This week's problem. Should
a ceiling fan be reckoned as an
overhead charge, or merely cur-
rent expenses?

The Moonshine was acquitted of
navigational lunacy.

The Home census gives the
married man 127 children apiece.
It must be that decimal point
which makes such a deuce of a row
in the flat above.

The Government might have had
a grill(e)ing time at the Marine
only the best people should be "in En-
quiry if the evidence had been
admissible."

She'd Adore A Wrist Watch

WE PREDICT: That you will choose for her a dainty wrist watch at Ullmann's. That she will thank you from her heart. That she'll be proud to wear such a beautiful gift. That you will be grateful for this prediction—from Ullmann's.

J. ULLMANN & CO.

Alexandra Building, Chater Road.

STRAW HATS

For Children and Maids

It's all-important NOW that children should be well hatted. Comfortable straws are essential to the activity of children in this oppressive climate, and

SMARTLY SHAPED

headwear, is always a factor for enhancing the loveliness of youngsters.

We have a diversified assortment in all sizes and at prices you'll willingly pay.

THE SINCERE CO., LTD.

"THE HONGKONG EMPORIUM"

New Records

We have just unpacked a shipment of the latest and most popular Dance Records. Call and hear them early.

The Panacoustic

Before deciding on any gramophone, come in and hear the wonderful Panacoustic. This machine has created an unprecedented sensation in the United States. Hear it and be convinced!

THE BRUNSWICK HOUSE

17, Ice House Street.

OBITUARY.

TWO OFFICERS WHO SERVED IN CHINA.

Colonel Richard Henry Julius Meister, R.M.L.I., died at a nursing home in London at the age of 57. He was born on May 11, 1869, the eldest son of Mr. R. H. Meister, of Liverpool, and entered the Royal Marine Light Infantry on February 1, 1889, as second lieutenant, being promoted to lieutenant a year later. He first served aboard in the second-class battleship Audacious, Coast-guard ship at Hull, but in 1893 was appointed to the Imperieuse, flag-ship in China, for disposal on that station. Early in 1895 he was landed at Chefoo in charge of a Royal Marine guard to assist in protecting the settlement from a threatened attack by Chinese fugitive soldiers driven out of Wei-hai-Wei.

In the following October Lieutenant Meister was in charge of the Marine guard at Seoul, sent up from Chemulpo to protect the British Consulate on the occasion of the disturbances following the murder of the Queen of Corea, and was there three months. In February, 1896, he was again sent to Seoul with Marines, as fresh disturbances had occurred when the King of Corea took refuge in the Russian Legation. Promoted to Captain in October, 1897 he commanded the Marine contingent in the battleship Victorious, and in July, 1902, was seconded for service in the Naval Intelligence Department. He became a Major in January 1907, and a year later was appointed to the battleship Prince of Wales, which flew the flag of Prince Louis of Battenberg. In May, 1913, he joined the staff of the Commander-in-Chief at the Nore, and served there throughout the late war until March, 1919, being promoted to Lieutenant-colonel in August, 1917. He retired with the rank of Colonel in May 1919.

Lt.-Col. R. B. Low.

Lieutenant-Colonel Robert Balm Low, late 9th Hodson's Horse, Indian Army, died at Shaubourne, Camberley, at the age of 62. The eldest son of General Sir R. C. Low, he entered the Army in 1885, and served with the Lushai Expedition of 1889, the Hazara Expedition of 1891, and the Chitral Relief Forces of 1895, when he was mentioned in despatches and was awarded the D.S.O. He was also with the Tirah Expedition, 1897 to 1898, and served in China in 1900 and 1901.

Mr. Hans Beck.

The death is announced of Mr. Hans Beck who died at the General Hospital, Shanghai, following a serious operation during which heart symptoms developed which ultimately caused death.

Mr. Beck, who arrived in Shanghai in July, 1922, was particularly well-known in the German community of which he was a member. He was associated with the local agency of the North German Lloyd and was to have returned to Germany for a leave of absence during the next few weeks.

The deceased was 30 years old. He served in the German Army during the Great War and was a prisoner of war of three years, returning to Germany from England in 1919.

Mrs. Mary Houston Allen.

Mrs. Mary Houston Allen, died last Saturday at 32 Lucerne Road, Shanghai.

The late Mrs. Allen was the widow of the late Dr. Young Allen, who died in Shanghai in 1907. This Christian couple devoted their lives to the cause of China and the welfare of the Chinese.

Dr. Young John Allen was born in the United States in 1836 and first came to China with his wife in 1860 as a missionary of the Methodist Episcopal Church. Later he entered into the services of the Chinese Government as a teacher and translator.

In the year 1875, Dr. Allen, commenced at his own expense news-

TRANS-ATLANTIC FLIGHT.

CAPTAIN CHARLES LINDBERGH TAKES OFF.

New York, May 20.

Captain Charles Lindbergh, flying unaccompanied in a Ryan monoplane named "Spirit of St. Louis," started on the trans-Atlantic flight for Paris at 7.52 this morning.—*Reuter's American Service.*

New York, May 20.

Lindbergh started from the Roosevelt field, Long Island. Two other aeroplanes equipped for the New York-Paris flight were housed last night, namely Commander Byrd's Ploker monoplane "America" and Lloyd Bertaud and Clarence Chamberlin's biplane "Columbia."

Lindbergh's start was a surprise for in view of the stormy weather, mechanical difficulties and threats of legal proceedings the public were beginning to question whether any start would be made. Efforts to reconcile the pilot, Bertaud, with Charles Levine the owner of "Columbia" failed and Bertaud obtained an injunction restraining Levine from employing another pilot. The chase will be argued in the Brooklyn court. Commander Byrd has not completed his tests.

Lindbergh was the sole dictator of his own affairs and completed his test. He worked all night long on his machine, despite the heavy rain, but the weather unexpectedly improved in the morning.

Lindbergh hopped off carrying 448 gallons of petrol, and a total weight of 5,150 lbs.—*Reuter's American Service.*

WATCHMEN'S WAR.

MAGISTRATE'S WARNING.

That there exist two gangs amongst the Sikh community of Hongkong, determined to do all the harm they can to each other was revealed in the Central Magistracy yesterday afternoon.

Originally five Indians were charged with assault on the head watchman of Messrs. A. S. Watson & Co., Ltd. and his friend. The assaults were of a serious nature as both men who were attacked were found by the police in an unconscious condition. No knives were used but the Indians employed long heavy sticks, one blow of which, it is said, is sufficient to lay a man out.

Mr. D. McCallum represented the five men charged while Mr. D. H. King, A.S.P., prosecuted.

As a result of cross-examinations taken out by the defendants, no fewer than twelve Indians appeared before Mr. R. E. Lindell.

The hearing came to an end yesterday afternoon when three men were fined \$100 each for being in possession of offensive weapons. Three were bound over in a personal bond of \$250 and a surety of \$250 and yet another two were bound over in sureties of \$250 each.

At the request of Mr. King, the large number of Sikhs who were in Court were warned by the magistrate not to create any further troubles as otherwise the consequence would be serious. Addressing the defendants, the Magistrate said that should they appear before him again on similar charges they would be sent to gaol.

paper called the Wan Kuo Kun Pao and published that organ for some 15 years.

Later, he edited it for the Christian Literature Society and carried on in the capacity of editor until his death.

Mrs. Allen is survived by two daughters who are at present living in Shanghai and a son who resides in Chefoo.

"LET'S BEHEAD GOD!"

PERSECUTION OF CHINESE CHRISTIANS.

Increasing evidence of the persecution of Chinese Christians is contained in documents received frequently by missions in Hankow, according to word received in Shanghai from that city.

A letter received by a missionary at Hankow from Yuanchow, Hunan, tells of anti-Christian parades in that town and describes how evangelists were seized by students and imprisoned. The missionaries are daily becoming more convinced that anti-Christian sentiment is growing and feel that the future is dark. Extracts from letters dated April 22 follow:

"By God's grace we have been able to continue our work. The Reds hated us but the people were on our side during recent weeks. From April 18 to 20, were to be three days of parading because the Reds thought they had gained a firm footing in Yuanchow. On the 17th the streets were placarded with the most offensive slogans such as 'Down with Christians,' 'Down with God,' 'Let's Behead God!'"

City Nervous.

"The whole city was nervous, many people from the country flocking to the city to view the destruction of our chapel and possibly to share the looting. We decided if one of our helpers or the Christians be seized and paraded through the streets with his hands bound behind his back, and a rope around his neck, we would ring the big bell calling all Christians together so that we might go along."

"One of our helpers went to the Reds and announced our intention. On April 18 almost every Christian house was forced to produce a man for the parade. Our Christians suffered much mocking and persecution. There was an enormous parade and again and again the slogan rang out: 'Down with the Gospel.' Brother Buss and I took our place in an open gate to show that we feared nothing. We were not attacked personally."

"On April 19 there was a lantern parade scheduled after which the chapel was to be destroyed. In the evening everything was ready to start marching when suddenly a thunderstorm broke. Before the parade could even start there came a mighty downpour of rain."

"The next day was also rainy so the parade was postponed until the 21st. The leaders entered our street with the usual slogans ringing out; 'Let's Behead God!' When approaching the chapel the crowd suddenly dispersed and fled."

Fire Breaks Out.

"A fire had started out in the house of the General in charge, supposedly due to arson so the Reds were driven away, the soldiers using the butts of their rifles and their bayonets. They then went to the office of the Reds and looted it, smashing everything, taking what they could use. Some were killed and some prisoners were taken."

"At present we are safe but when the Hunanese soldiers return we will suffer the same trials over again."

Another missionary has received additional information stating: "At Singtan, near Changsha, students seized two evangelists and threw them into prison, holding them there several days. The Northwestern Hunan Finnish Mission churches have been turned into Bolshevik theatres, and Chinese pastors paraded through the streets as 'running dogs of foreigners.' They were then compelled to flee the country. Converts have been tortured to force them to forswear their faith. Foreigners' dwellings have been occupied and foreigners forced to live with Bolshevik Chinese and Russians. The queer things about these attacks is that neither Germans nor Finns have 'unequal treaties' with China."

ROOF SAFELY

and avoid endless cost and trouble by using

"ITALIT"

The Perfect Asbestos-Cement Roofing

STOCKS CARRIED

in Grey & Red Colours.

SHEWAN TOMES & Co.

SOLE AGENTS.



ATTENTION

KOWLOON RESIDENTS

To meet the unusual demand for

"POLAR CAKES"

Chocolate coated Ice Cream Bars

we have opened a store at 96 Nathan Road, Kowloon, where supplies can be obtained and deliveries made from 9.30 a.m. until 10.30 p.m.

Telephone Kowloon 874.

FORPRODIST COMPANY.

CHINA BUILDING, CENTRAL 3988.

BOORD'S OLD TOM & DRY GINS.

"Cat" on Barrel Brand.

CALDBECK, MACGEGOR & COMPANY, LIMITED.

(Incorporated under the Hongkong Companies' Ordinances 1911-1915.) No. 15, Queen's Road C. Telephone 75 Central.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS, HARDWARE MERCHANTS.

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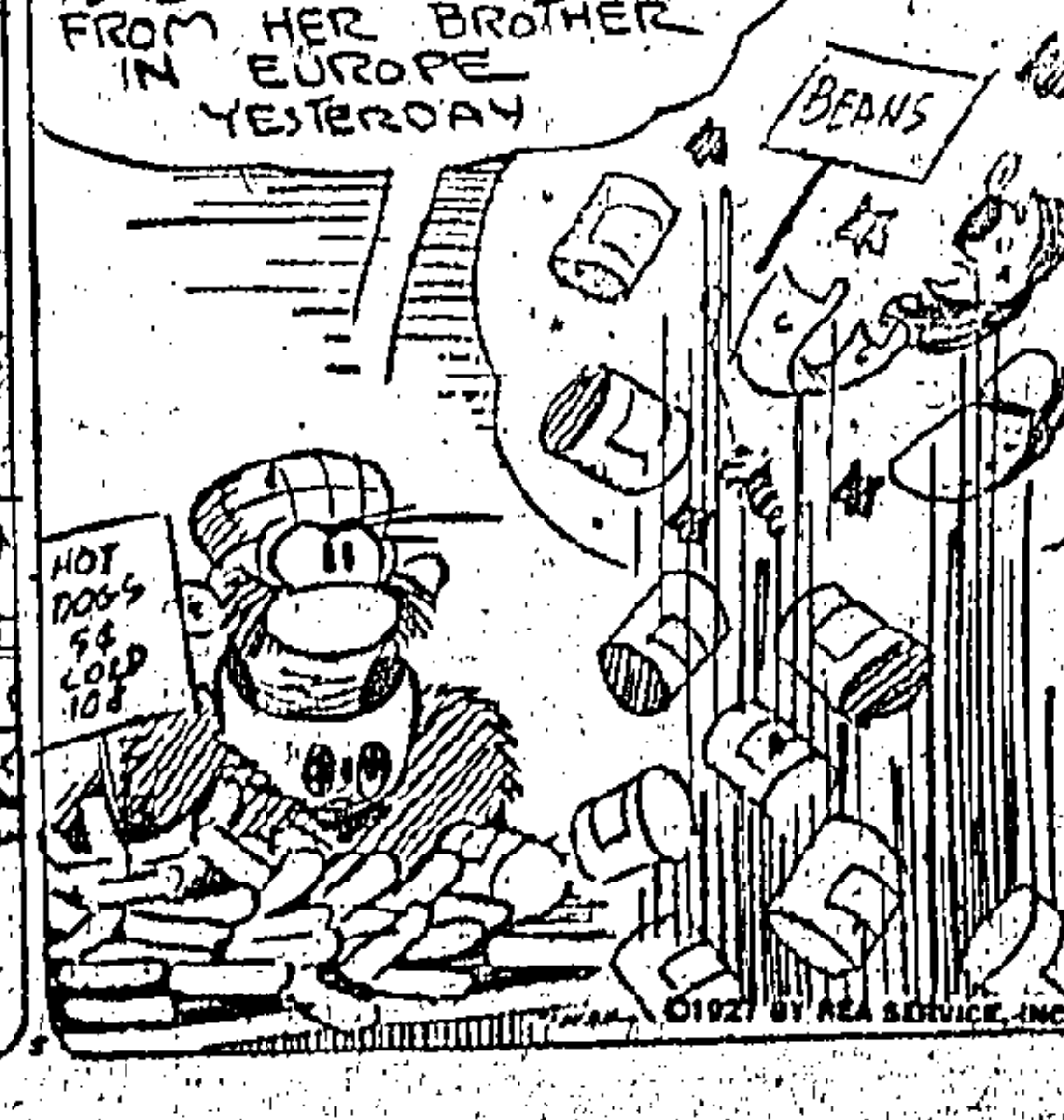
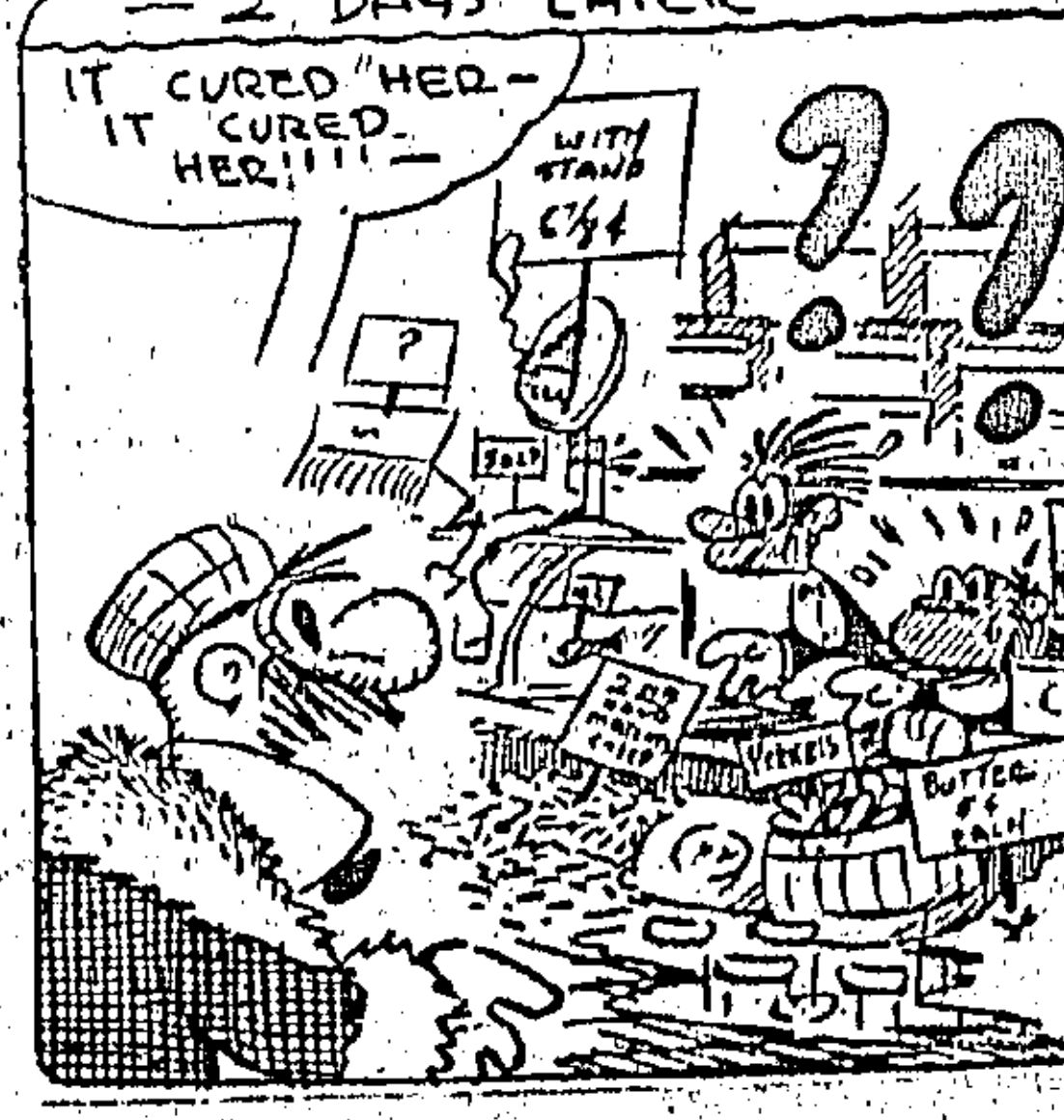
By Swan

Loss of weight

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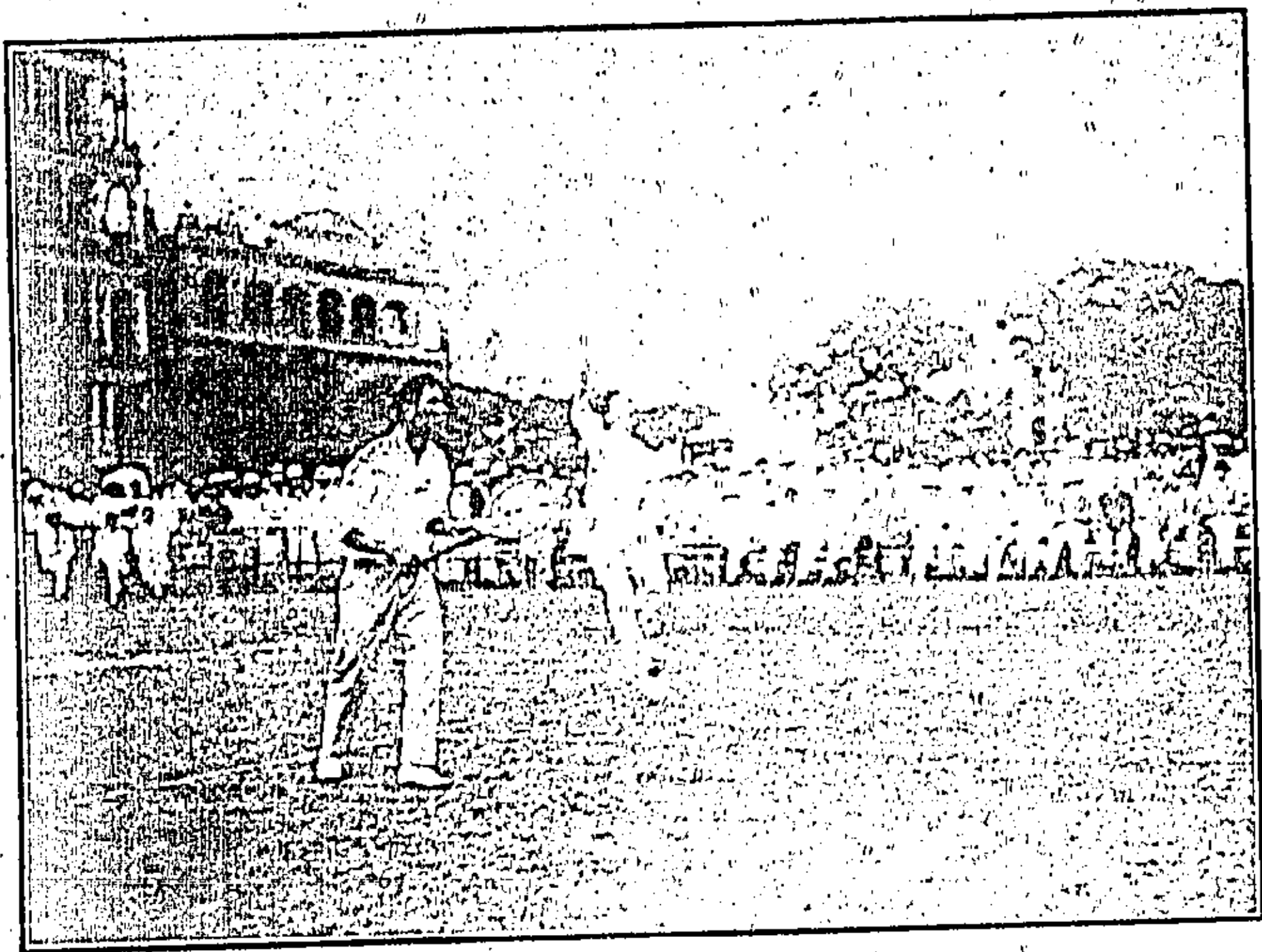




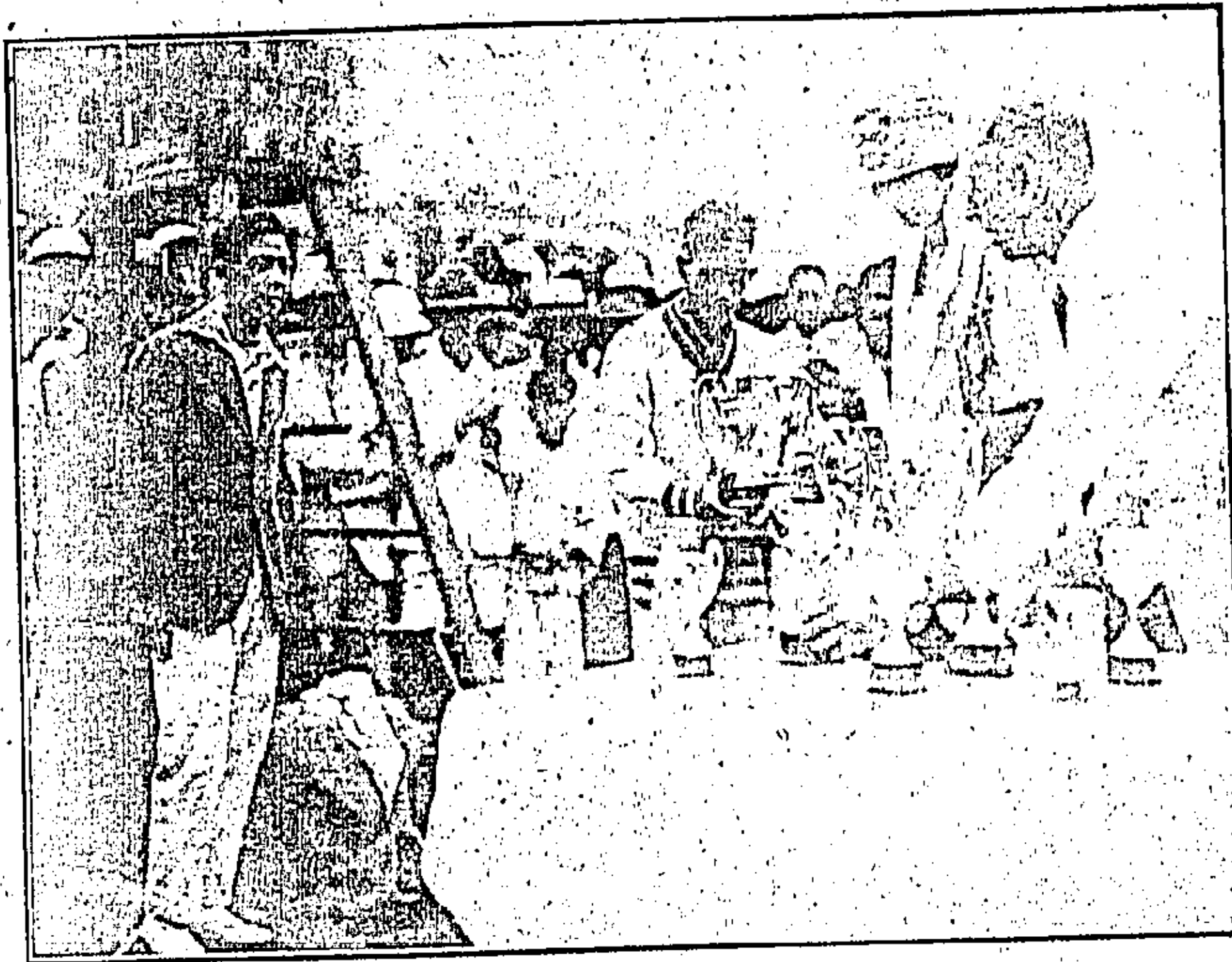
Group taken at the wedding of Lieut. Ronald W. Keymer, R.N., and Miss Norah E. Lynch, oldest daughter of Major J. P. Lynch, R.A.M.C. and Mrs. Lynch, which took place at St. John's Cathedral on Saturday last. (Photo: Mee Cheung).



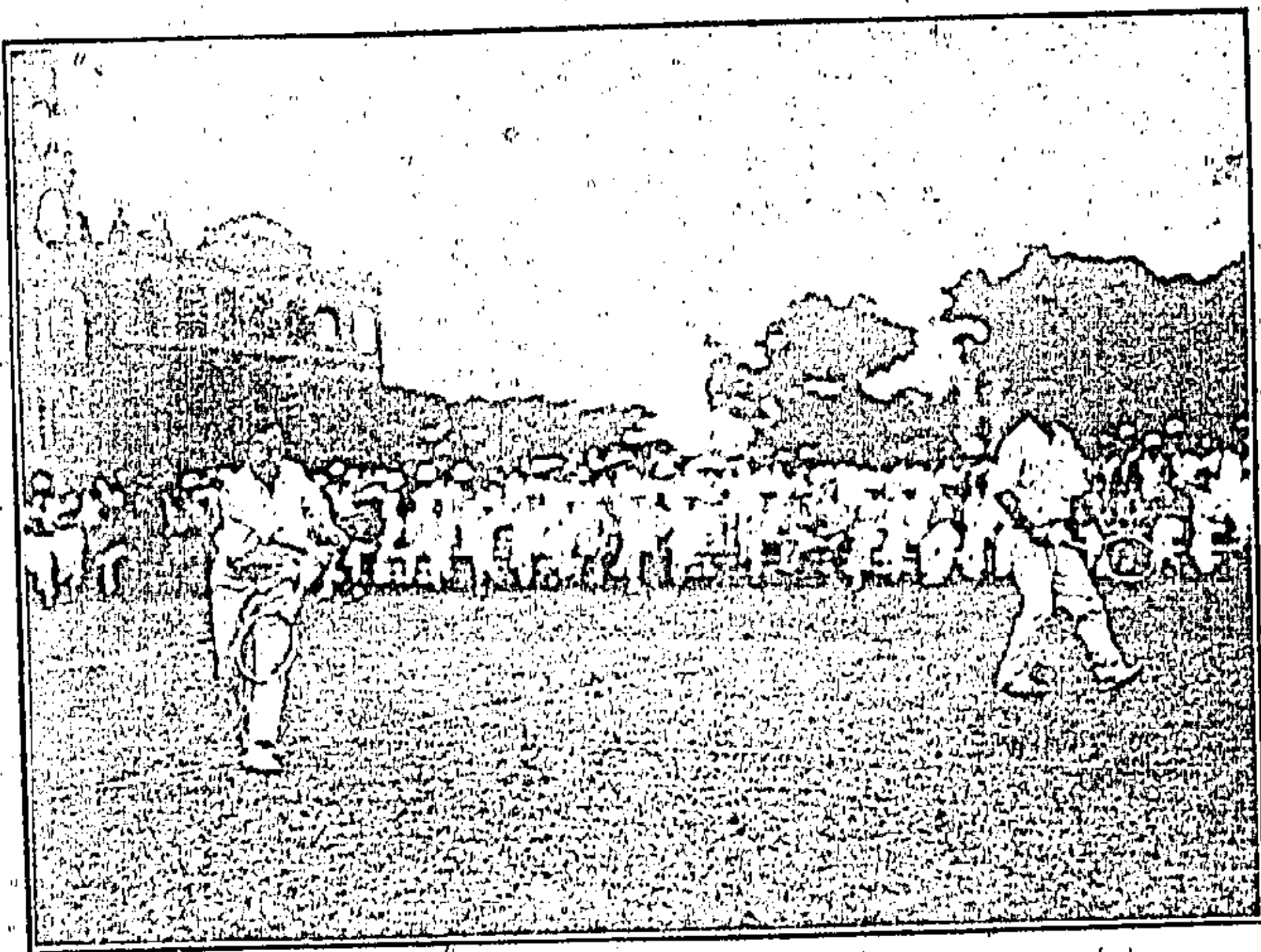
The bridal party at the wedding of Mr. H. M. Lo and Miss Edith Lam, which took place last week. Both parties are members of well-known local Chinese families. (Photo: Mee Cheung).



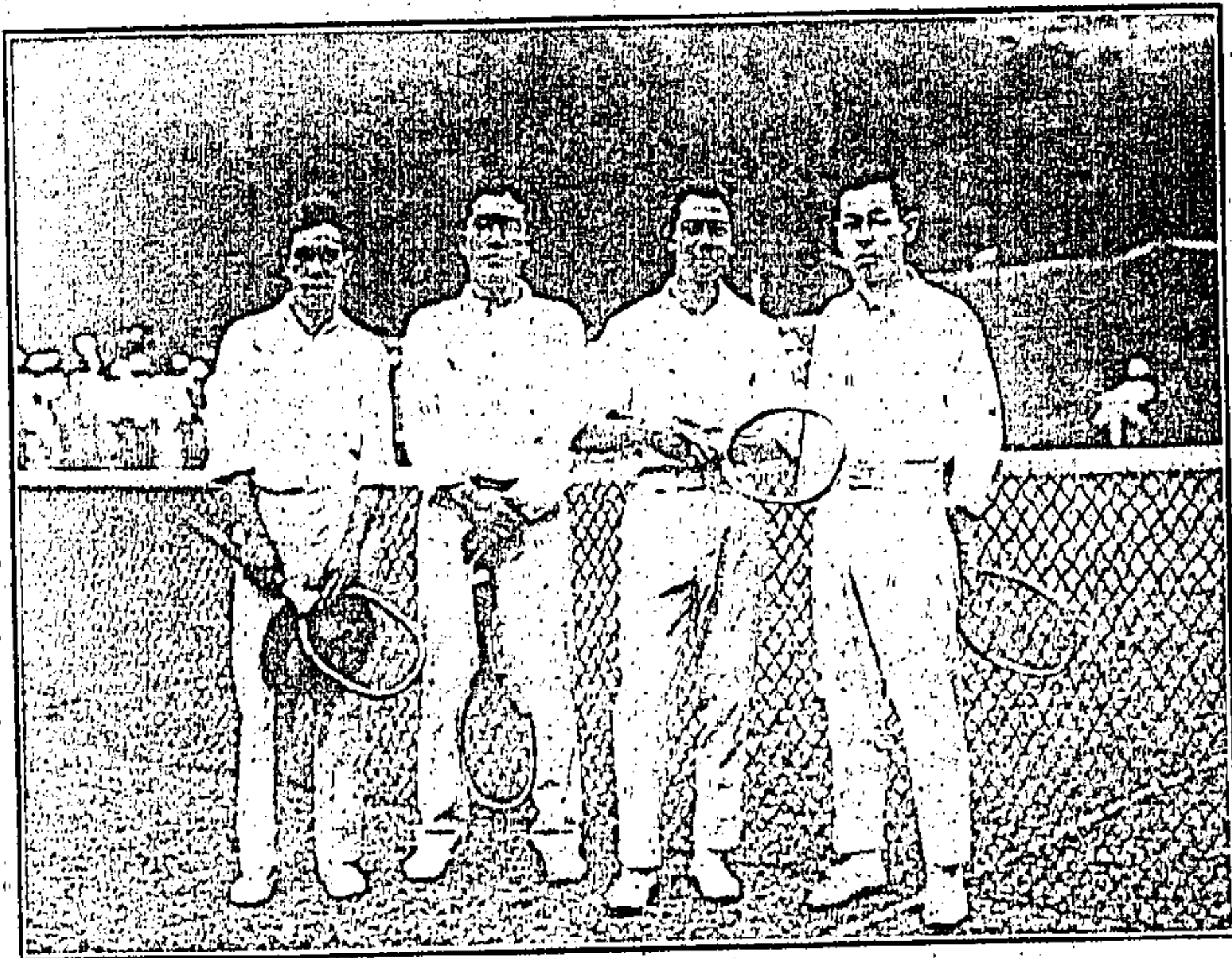
Messrs. S. A. and H. D. Rumjahn playing together in the final match of the Doubles Championship, which they won. (Photo: Mee Cheung).



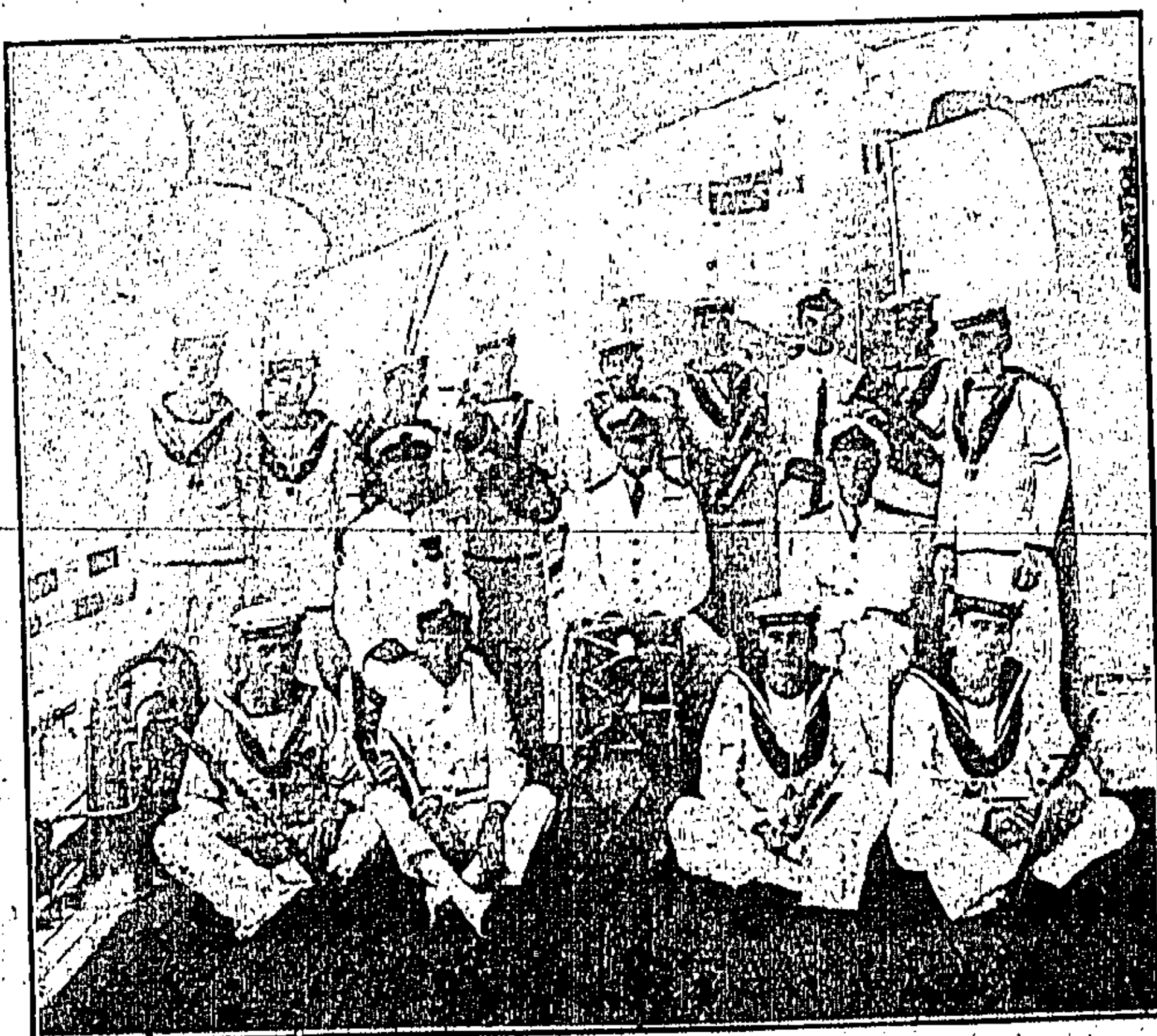
Miss Harston distributing the prizes at the close of the Hongkong tennis tournament on Monday last. (Photo: Mee Cheung).



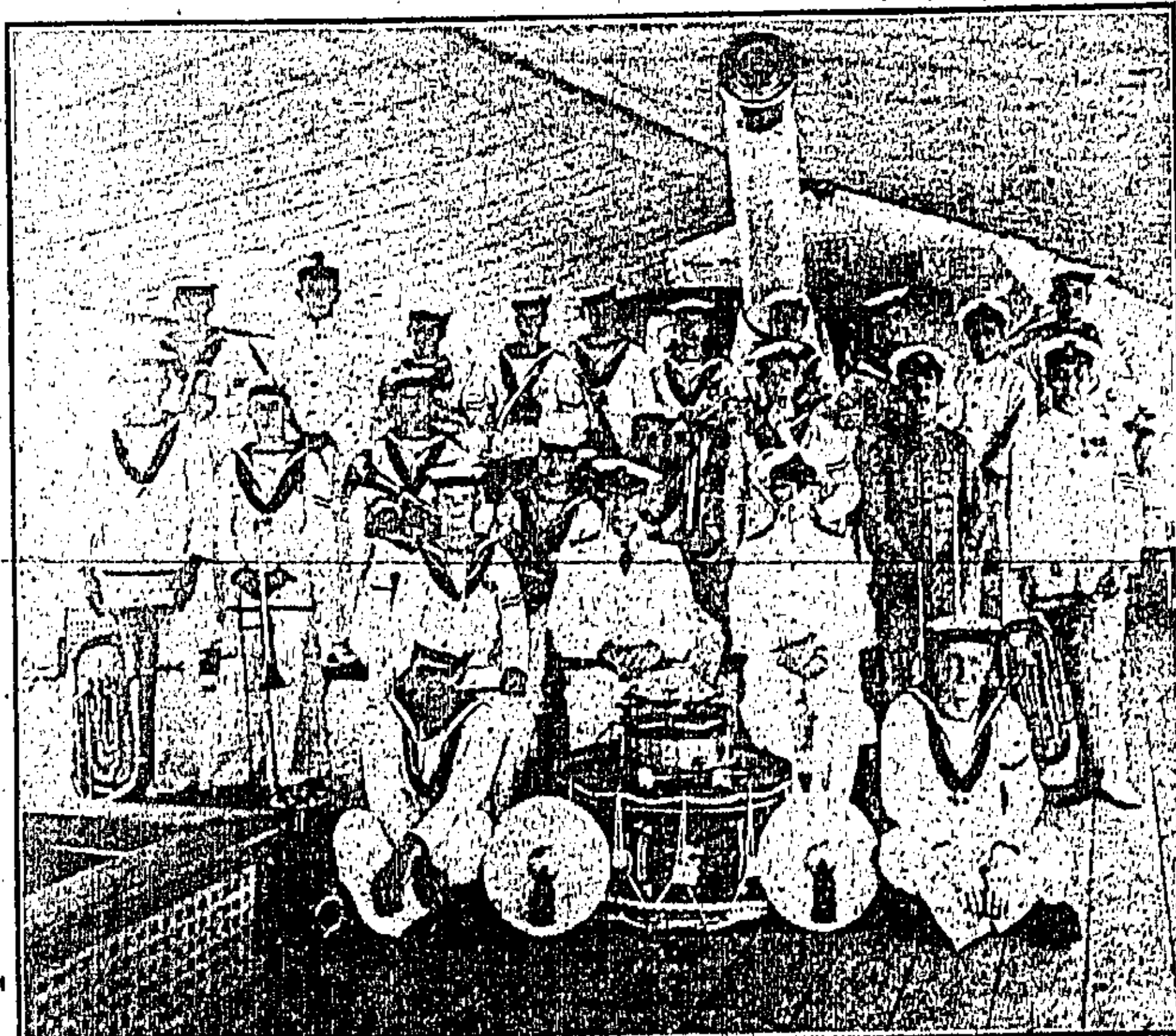
Messrs. Honda and Akiyama in action against the Rumjahn cousins by whom they were defeated in the doubles championship final on Monday. (Photo: Mee Cheung).



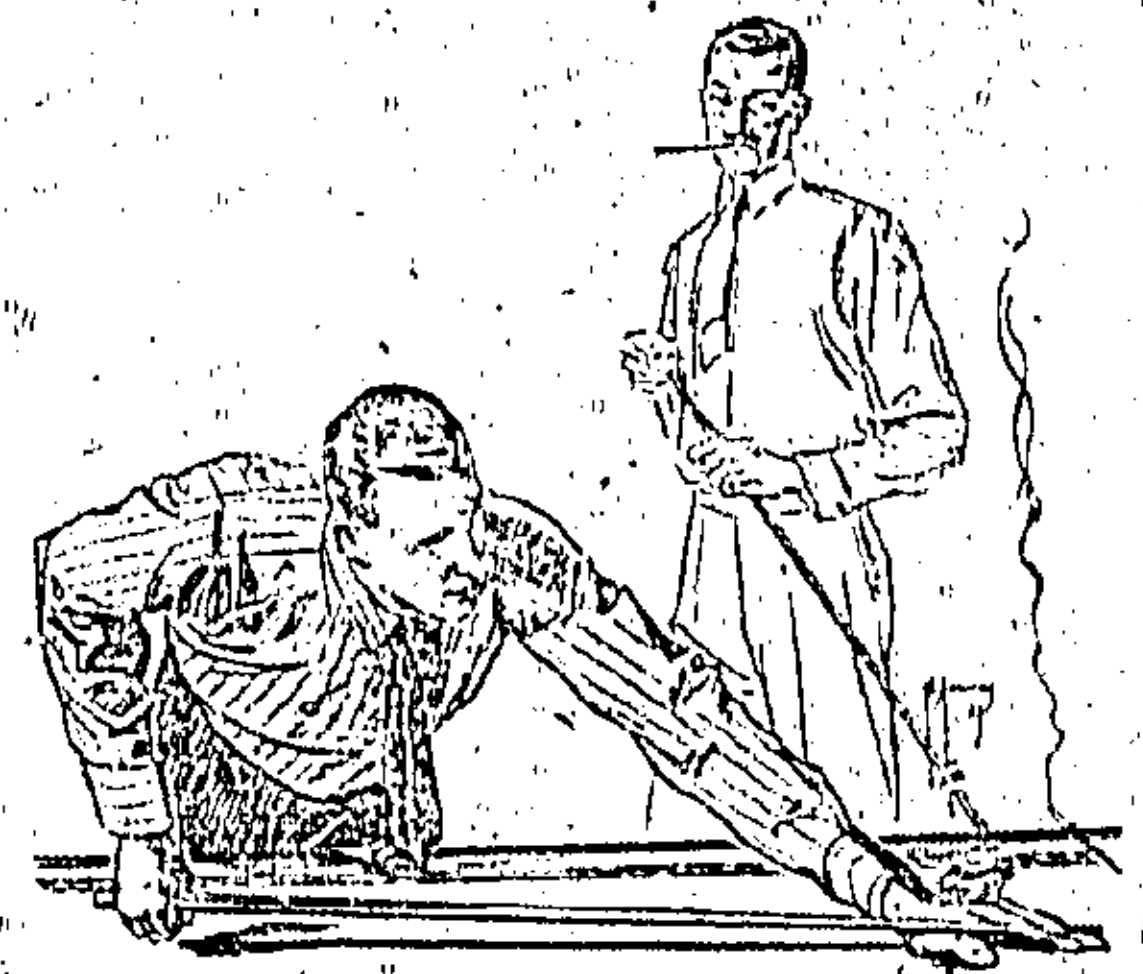
The finalists in the Hongkong Lawn Tennis Doubles Championship. From left to right: H. D. Rumjahn, Akiyama, S. A. Rumjahn and Honda. (Photo: Mee Cheung).



Photographs of two naval bands of ships in the Cruiser Squadron now on the China Station. On the left are the musicians of H. M. S. Dragon, and on the right those of H. M. S. Dauntless. (Photo: Mee Cheung).



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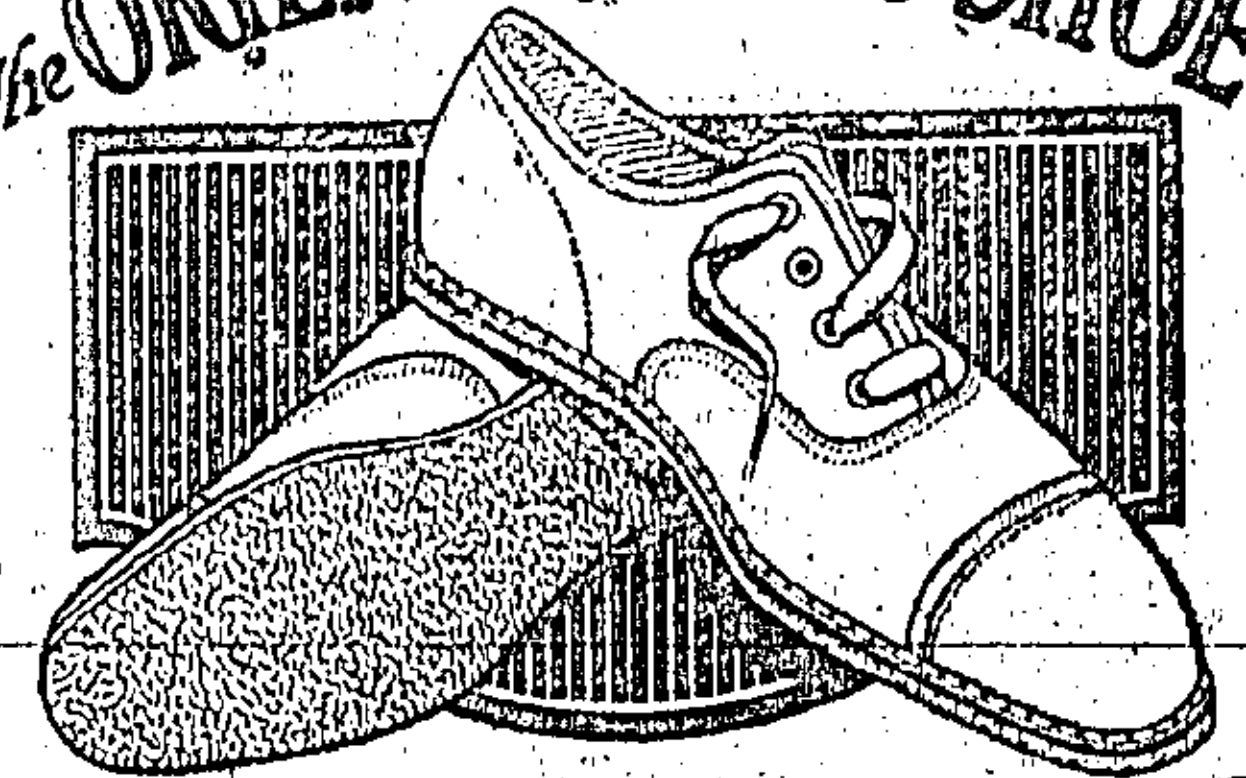
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WOLF-CHILDREN.

INDIAN RECORDS EXAMINED.

The report in the *Times* that a small boy had been discovered living in a wolf's den near Allahabad should arouse more than a popular interest, writes Brigadier General R. G. Burton in mail week. More than 50 years ago Professor Max Muller drew attention to wolf-children in the pages of the *Academy*, and strongly urged sportsmen, naturalists, and district officials to investigate on the spot their probability and possibility. It is to be hoped that the present instance will be fully inquired into by judicial and medical officials at Bareilly, where the child has been taken for treatment in a mental institution, and in the district where the capture is reported to have taken place.

In the past many such cases have been recorded, but I can trace none of recent date. How far are these dependent on myth and legend, or on native invention, and how far have they a basis of truth? The subject was investigated by Sir William Sleeman in the first half of the last century. In those days wolves were far more numerous than they are now, were consequently more destructive to human, and especially to child, life. Children in India are laden with gold and silver ornaments, and in some parts, especially in Oudh, so many were carried off that people made a living by collecting the ornaments found in the dens of wolves. It is probable, therefore, that many stories of live babies brought up by wolves were apocryphal. Children were not infrequently abandoned in famine times, and perhaps subsisted for some time on the produce of the forest, and if recovered were said to have been brought up by wolves. A small girl, said to have been nurtured by monkeys and brought in to Naini Tal some years ago, probably belonged to this category.

Dug Out of Den.

A typical instance of a wolf-boy - they are always males - was that of one said to have been recovered with a large she-wolf and her cubs about 1847. They were said to have been dug out of a den into which they were seen to retreat. The boy went on all fours; like all such cases he would eat only raw meat, and he was an idiot, as all reported wolf-children, except Romulus and Remus and Mowgli of the "Jungle Book," have been. This boy was kept for a time by the Raja of Harnapur, and afterwards by Captain Nicholson at Sultanpur until August, 1860, when the wolf-child died.

Several wolf-boys have been kept at the Sikandra Orphanage at Agra; where one was seen by Valentine Ball, of the Survey of India (author of "Jungle Life in India"), in 1874. He had then been nine years at the institution, and was supposed to be about 15 years of age. Ball mentions the shortness of his arms, only 19 in. in length, as being due to arrested growth through his going about on all fours. He was said to have been brought into the magistrate's Court with the body of a she-wolf and two cubs, exhibited for reward, with which he had been found.

There is a certain similarity in all these cases, a number of which are recorded, and all present the same characteristics, which point to a similarity of upbringing. There was one such occurrence at Chupra, where in 1843 a man and his wife went out to cut their crop of wheat. With them was their child, which was marked on the knee by a severe scald; and while they were at work the boy was carried off by a wolf. Six years later a wolf with three cubs and a boy was seen ten miles from Chupra, and the boy was caught after a fierce resistance. He was recognized by the mother as her boy, the mark of the scar on the knee being plainly visible.

Another Case.

Another wolf-boy was seen by Colonel Gray and all the officers at Sultanpur in 1843, said to have been caught when trotting along by the side of a wolf. He was also unable to speak and ran on all fours, and was said to have escaped again to the jungle. Ball mentions that he asked an eminent surgeon what he thought of all these stories, and the reply was, "I don't believe any of them"; the surgeon had formerly resided in Oudh. Certainly, so far as the circumstances of capture are concerned, they are all dependent on native testimony, which, as regards the things of the jungle, is prone to superstition and exaggeration. Perhaps the latest instance may be proved credible in all details, but until proof is provided there must remain an element of doubt whether wolf-children have in reality been found. In the meantime we must preserve the uncertainty set forth by Antigonus in the "Winter's Tale":

Come on, poor babe:
Some powerful spirit instruct
the kites and ravens
To be thy nurses! Wolves and bears, they say,

A PALACE AT ALGIERS.

MODERN COMFORT AND MOORISH STATE.

The Governor-General of Algeria is well housed. From his disreputable predecessors, the Barbary corsairs of a century ago, he inherits two delightful Moorish houses: the Palais d'Hiver (or Vieux Palais) in the heart of Algiers, and the Palais d'Ete on the heights of Mustapha, says a *Times* correspondent. The latter, which before the rapid expansion of the town under French rule was the "country" palace of the Dey, is now well within the suburban area and has become the principal official residence of the head of the Algerian Government. Although the entrance lodges open upon the Rue Michelet the Palais itself lies sufficiently far back in ample gardens to escape the noise of the clanking trams and hooting motors by which that important thoroughfare is traversed. Once within the gates there are no discordant sounds to mar the enjoyment of the smooth, wide roadways and paths, the brilliant flower-borders, and the exquisite foliage of rare and carefully tended sub-tropical plants, which, with a background of northern forest trees, combine to give this garden its rare and very special beauty. And to this intrinsic beauty there must be added the amenities of a Moorish garden-house, where shaded chambers open to the plash of cooling waters on a marble-paved and balustraded terrace, and one may gaze at ease, in softly cushioned chairs, upon the town, the bay, and the encircling hills.

Old Palace of Deys.

Nor is the mansion unworthy of such a setting. The palace of the Deys has been greatly enlarged by the same Moorish architecture, blends so happily with the original, that in the resultant structure the Governor-General has an official home which is not only beautiful and historically appropriate, but sufficiently commodious to serve the social requirements of his high position. The utility of the great central court, the Court d'honneur, and the spacious saloons, thus provided, become obvious when it is remembered that as many as 3,000 guests are entertained at a single official reception. The largest of these "State apartments" is the richly decorated Salle des Fetes. Even more ornate, though considerably smaller, is the Salon presidential, which, with the private rooms leading out of it, is reserved for the use of the President of the Republic when visiting Algeria. This gallery has a marvelous ceiling of glass lustres, and there are some good (modern) decorative paintings on the walls.

Among much else that is notable in the original palace, the central court and staircase are conspicuous. The former, styled the Cour mauresque, in distinction to the new Cour d'honneur, is remarkable for its milkwhite marble floor, broken only by a single fountain, and the simplicity and perfection of its arcades. The latter, the ancient escalier, also of white marble, is distinguished by the fine workmanship of its sculptured balustrades and the delicate colouring of the tiles which line the walls.

Up-to-Date.

Besides these State apartments the Palais d'Ete contains the rooms required for the personal use of the Governor-General and his household. These private rooms, which, with their chintz-covered settees and easy chairs and general air of comfort, offer a sharp contrast to the formal splendours of the official saloons, are well removed from the entrance front.

They include a billiard room (with a full-sized table) a large and well-lighted study, the Cabinet du Gouverneur, and a dining room and salon on the ground floor; which open on to a deep colonnade with a charming background of flower-beds and forest trees.

Among the many distinguished men who have preceded M. Maurice Viollette, the present Governor-General, the names of two, at least, are familiar to Englishmen - Marshal MacMahon and M. Jules Cambon. The former is commemorated by a statue placed on the opposite side of the Rue Michelet, facing the entrance to the Palais d'Ete: a position symbolic of the large part which he played in the history of Algeria and of France. The latter, the brother of the late French Ambassador in London, is remembered as the chief author of the administrative reforms of 30 years ago; reforms which inaugurated the subsequent and assured - political and economic progress of Algeria.

Casting their savageness aside have done
Like offices of pity.
I can find no recorded instance of a bear nurturing a child; but it was reported not long since that a child was carried off by a panther in the North Cachar hills and kept for three years. A boy as usual, he was said to have been recovered by the parents.

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SAD LETTERS OF EMPRESS.

UNCONGENIAL LIFE IN GERMAN COURT.

That the eminently British spirit of the Empress Frederick (daughter of Queen Victoria and mother of the ex-Kaiser) was strengthened, rather than suppressed, by the uncongenial atmosphere of the German Court is demonstrated in a series of letters contained in a book entitled, "Mary Ponsoby—a Memoir, Some Letters, and a Journal, edited by her daughter, Magdalen Ponsoby."

Lady Ponsoby was the wife of Sir Henry Ponsoby, who for many years was private secretary to Queen Victoria, and the book affords interesting glimpses of a number of the prominent personalities of the Victoria era. Of the daughters of Queen Victoria, the Empress Frederick is stated to have been her greatest friend.

The Princess Royal (writes Lady Ponsoby) was bitterly sorry to leave England and Windsor; the difficulty of restraining her English feelings went on all her life. Small things got on her nerves, like German boots, the want of baths, the thin silver plate, and the terrible amount of etiquette. She wanted dreadfully to love her husband's country, and to get over her prejudices, but she always kept her love for England. It was a constant strain to the Empress, continues Lady Ponsoby, particularly in the latter years of her life, to feel that a certain amount of espionage was going on round her, and that she was never quite sure that the housemaid, who was dusting the rooms, was not in reality looking for some of her letters. But this all grew better after Bismarck's day was over.

European "Concert."

The pride in Britain's position in the world is strongly expressed in a letter written by the Empress Frederick (then Crown Princess) to Lady Ponsoby in 1884:

If there is a conference at Berlin to settle, as they say, what is to become of South Africa, ought England not to make the proposals, and to insist on what decisions are to be taken?

England is a great deal too humble to foreign Powers! They only misunderstand her. We get no thanks for our modesty and moderation. The tone of the German Press towards England, with few exceptions, is execrable, but as it is as stupid as it is insolent, one had better pay no attention to it.

The Germans are always reproaching the English for having prejudices against Germany, and forget that they have many more, and much more deeply-seated ones about other countries, especially England!

Writing a year later, when relations between England and Russia were none too happy, the Crown Princess in a letter from Potsdam remarks:

England cannot descend from her pedestal without doing harm to the causes of which she alone is the champion—namely, liberty and progress. I go even further, and say she has no right to be indifferent and wavering and weak. The balance of power is thereby upset in a dangerous way. The European Concert seems all out of time to me when England does not play the first fiddle.

A "Scapgoat."

In 1887 the Crown Princess was in Venice with her husband. She tells Lady Ponsoby that people blame her for keeping the Crown Prince away from home. She remarks:

The Court and official world, find me a very convenient scapegoat. It is rather flattering in one way, as it shows they think me too good-natured to be likely to pay them out some day. Most of these amiable people are not worth knocking down, even if one had the power of distributing a few coups de poing. I keep as quiet and make myself as small as I can, but I cannot change my skin to please them, nor shall they tread me underfoot, as they would like to some day.

In a letter to Lady Ponsoby written by the Empress Frederick in 1889 she says:—In ample apologies are offered to the Prince of Wales (for late King Edward), for the outrageous rudeness with which my son behaved to him I shall be the first to rejoice.

In a letter from Kiel, in 1898, the Empress, referring to a winter which she had spent in Berlin, remarks:

My ideas and opinions are so utterly different from what the Government, Court, and official world think that it is not without constant sorrow and anxiety and disappointment that I watch what is going on. I saw very, very little of my son (the late Kaiser), who rarely, if ever, comes to see me, even when I am ill.

SENT BACK TO AMERICA.

MADAME DE CASARES' CASE.

Certain preliminaries of an unexpected character having been duly attended to, Madame Gloria de Casares who, by direction of the Home Office, was not allowed to land "officially" at Liverpool, but was permitted to stay on parole at the North-Western Hotel, was, in mail week, driven hurriedly in a taxi to the landing stage in time to board the Cunard liner Caronia, which sailed later for New York.

A few hours before this pretty British wife of a native of the Argentine was due to depart from the hotel, a Sheriff's Officer sought audience of her and exhibited a writ authorising him to distrain on Madame's goods and chattels to the extent of £200 on behalf of a well-known London firm of estate agents.

Subsequently, describing the incident, Madame de Casares said, "Not only do the Home Office propose to send me back to New York, where I suppose the authorities will in turn send me somewhere else, but the Sheriff's Officer comes along to take my baggage from me. This gentleman, the Sheriff's Officer, calmly tells me that he is empowered to take everything I have with me so long as he leaves me with clothes to the value of £5—enough for a hat, she added with a little laugh. "How can a woman go about the world from one port to another," she continued, "on £5 worth of clothes. The whole thing is ridiculous," she declared emphatically.

She further dramatically asserted:—"They shall not do these things to me when I have committed no offence." She also volunteered the information that the debt forming the basis of the intervention of the Sheriff's Officer had been finished with a year ago. Subsequently legal advice was obtained to help Madame de Casares in what she described as her "terrible predicament," and after intimating to Press interviewers that she had requisitioned such aid, she went on as follows:—

Future a Maze.

"I am sure all women will sympathise with me. I am British born but Britain will not admit me, and I am Argentine by marriage but the Argentine does not attract me since my husband and I are separated. Apparently I have no nationality now, and my future is a blank, a maze. I don't know what will happen to me."

Some little time after Madame de Casares had had a consultation with a solicitor it transpired that a solution of the difficulty had been forthcoming in the action of a Liverpool man who advanced a sufficient sum to secure the relief of Madame's baggage. It was then that Madame de Casares was driven to the landing stage, where she boarded the Caronia, upon the decks of which groups of passengers waited in the hope of obtaining a glimpse of her. They were however disappointed in the main, as she made up her way with all possible haste up the gangway and immediately sought the seclusion of the state room which had been reserved for her. There she said to a Press interviewer who inquired why there should be so much mystery about her affairs—"I have not the slightest idea. The affair of the General Serret, the five masted schooner of which I was an owner, was finished long ago, and I had nothing to do with the alleged whisky running. The whole affair is a scandal and the future is unknown."

It may be recalled that the General Serret was held up in the Thames about eighteen months ago in connection with an allegation she was carrying spirituous liquor to American coastal waters. The vessel, however, did not complete her voyage. She was sold and her consignment of cases of whisky, to the number of several thousand, placed in bond by the charterers. Throughout the proceedings Madame de Casares most emphatically declared she had nothing whatever to do with the whisky.

"I Long to Knock Someone Down."

The Empress's sympathy with Britain's cause at the time of the South African War is very warmly expressed in a letter written in 1899:

The seed Prince Bismarck sowed for years is now springing up. Who shall unravel the falsehoods and intrigues with which German public opinion has been worked upon and hoodwinked. The disgusting and disgraceful attitude of the whole German Press during this Transvaal crisis is the consequence.

I cannot tell you how hard it is to bear. The continual abuse showered on everything British makes me so savage that it scatters all my tolerance, philosophy, and patience to the winds, and I long to be a man sometimes and knock someone down.

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GREAT BARRIER REEF.

MARINE BIOLOGISTS' EXPEDITION.

A correspondent in the Times points out that in the last generation our scientific knowledge of the temperate seas and their inhabitants has vastly increased. On the other hand, the vast stretches of tropical ocean and the coastal waters which border them have only been traversed by an occasional fugitive expedition which has hurriedly killed and bottled samples of the fauna in a locality and passed on to the next objective. The writer continues:

It is proposed that an expedition should set out from England this

summer for the Great Barrier Reef of Australia and centre its work on a small area near Cairns, in Queensland. It would there be in the midst of the most remarkable assemblage of coral reefs in the world. For more than 1,000 miles along the Australian coast runs a shallow platform, not more than 30 fathoms deep, having a steep seaward slope about 25 miles from the coast.

Coral Reef Life.

The countless coral reefs which are developed on this platform contain as varied an assemblage of animals as exists in any part of the ocean. But though coral reefs and their teeming population have always attracted the attention of travellers, novelists, and film producers, men of science, deeply interested though they are

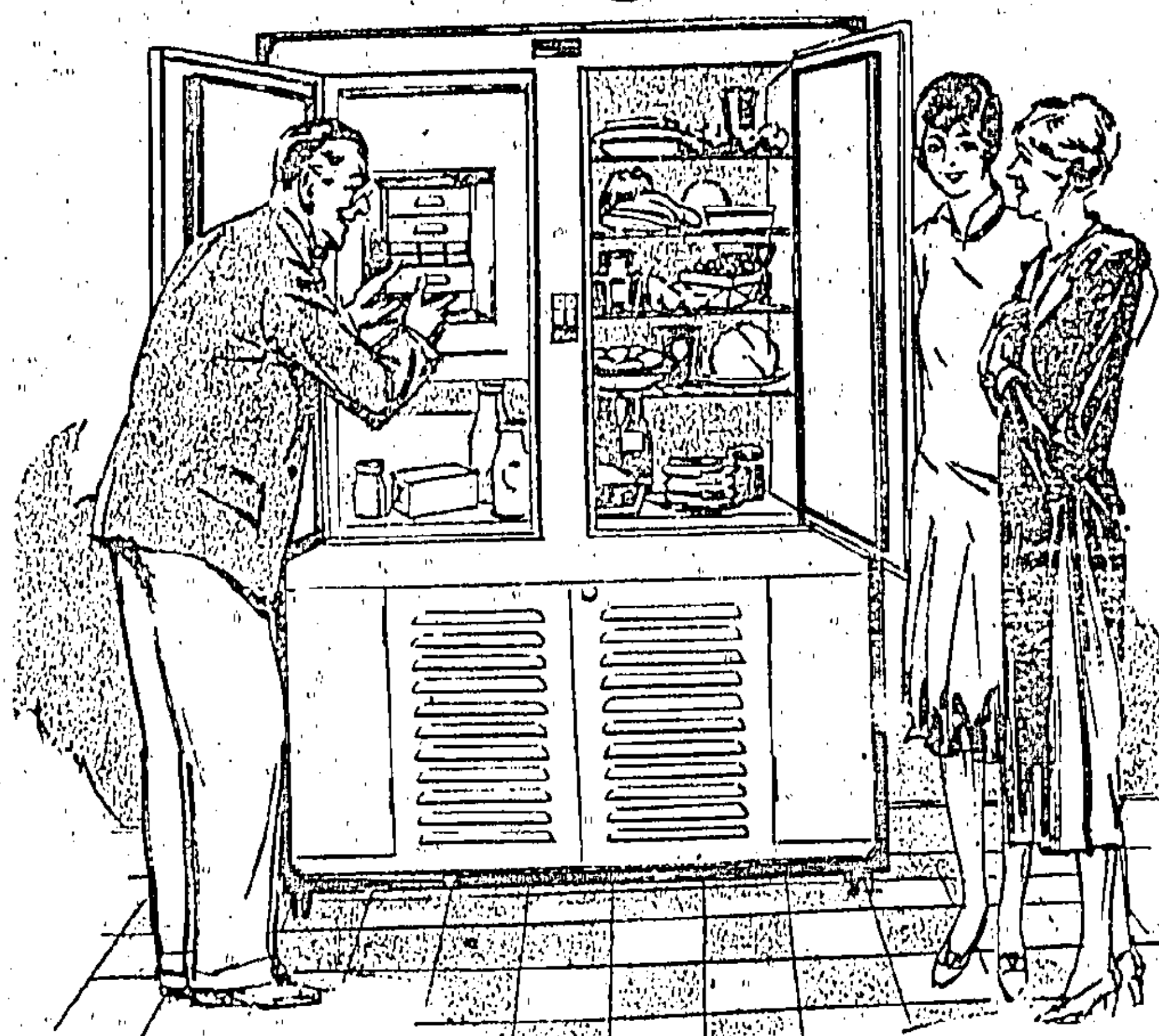
in geological theories of coral reef origin, have not troubled much to find a biological reason for the extraordinary ebullition of life which causes them.

The Cambridge expedition, which is to be led by Mr. F. A. Potts, Fellow of Trinity Hall and Lecturer in Zoology in the University, will, it is hoped, include several experienced marine biologists.

It is not expected that this expedition, with such personnel, equipment, and time as are likely to be available, will do more than make a preliminary survey of the vast problems to be attacked, but it is hoped that the observations will be exact and valuable and help to provide secure foundations for much more continuous investigations into the marine riches of the Commonwealth.

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GOLF.

ARMY V. HUNGJAO GOLF CLUB.

A match between the Army and the Hungjao Golf Club was played on the links of the Hungjao Golf Club last Sunday, and resulted in a narrow win for the Club. There was a very good golf was witnessed. Obviously the Army players were unused to the local greens after the velvet surface of most Home courses. Major Chatfield, who at Home is considered a very long hitter, on this occasion more than met his match in Crompton, who is now driving a tremendous ball, and may be considered second only to Blinko in Shanghai in the matter of long driving.

The Hungjao Club will play the Navy on the afternoon of May 25. Details of Sunday's match are as follows:

Army.	
Captain A. G. Barry	0
Major H. L. Chatfield	1/2
Captain H. Phillips	1/2
Captain N. P. Proctor	0
Major A. D. Gays	1/2
Captain B. O. Hutchison	0
Major W. Watson	1
Lieut. B. Bevil	1
Lieut. E. S. Walford	1
Lieut. F. L. Justice	1
Captain Lord Bingham	1/2
Major E. B. Marsh	1
	7

Club.	
A. B. Stewart	1
J. F. Pilcher	1
J. H. Crompton	0
K. M. Cumming	0
J. Oswald	1
H. Martin Little	1
Dr. J. Elliott Murray	0
W. J. Hawkins	0
C. T. Beath	0
R. E. Newman	0
Dr. R. J. Marshall	1
Captain R. M. J. Martin	0
	5

Four Balls.	
1 point for the match: 1/2 point for the bye.	
Barry and Phillips	0
Chatfield and Porter	0
Gays and Hutchison	0
Watson and Bevil	0
Walford and Justice	0
Bingham and Marsh	0
	7

Club.	
Stewart and Pilcher	1/2
Crompton and Cumming	1
Oswald and Hawkins	1
Martin Little and Murray	1
Beath and Newman	1
Marshall and Martin	1
	11 1/2

BASEBALL.

FIRST GAME SCHEDULED FOR JUNE 11.

The first game of the Hongkong Baseball Association will be played at Happy Valley this season on June 11th.

There will be six teams participating in the open league this season. The South China Athletic Association will contribute two teams, the "Dragon" and the "Tigers." The others include the Hongkong Baseball Club, formerly Americans but this year other Europeans as well; the Philippine Club, the Japanese Baseball Club, and the Club de Recreo.

Mr. J. J. Muccio, an American vice-consul, has been asked to fill the vacancy in the presidency of the Association caused by the resignation of Mr. Charles L. Shank, who is leaving Hongkong on home leave.

The president has appointed the following committees this season: Rules—Alves, Sham and Hachiman; Schedule—Hachiman and Cock; Umpire—June and Gate; Receipts—the hon. Treasurer (Hachiman), Hin Wong, and Takatomi.

The officers of the Association for the ensuing year are Mr. J. J. Muccio, president; Mr. W. Logan, vice-president; Mr. Hin Wong, hon. secretary; and Mr. L. R. Hachiman, hon. treasurer.

H. E. the Governor has kindly consented to again be the Patron of the Association; and the American Consul General, the Hon. President.

CHARITY CONCERT.

FORTHCOMING FUNCTION AT KOWLOON C. C.

Arranged in order to provide comforts for the troops, a very pleasing function will take place at the Kowloon Cricket Club on the evening of Empire Day. Called a concert on the posters, it is really in the nature of a miniature tattoo by the members of the Band of the King's Own Scottish Borderers.

The programme given in detail below, is an attractive one, and, given favourable weather, should draw a big crowd to the Kowloon C.C. grounds, which provide an ideal setting for an entertainment of this character. The fact that the funds will go towards a good cause, is an additional reason, apart from the excellence of the concert itself, why residents both on the island and the mainland should make an effort to be present.

Arrangements are being made to provide for a large gathering and to afford all the comfort and the pleasure it is possible to give.

The following is the programme:

- 1.—"Retreat," by (Buglers, Pipers and Drummers).
- 2.—Nautical Overture, "Plymouth Hoe," Ansell.
- 3.—Peccolo Solo, "The Deep Blue Sea," Brewer. (Soloist Musician A. McKenna).
- 4.—Dance, "The Sailor's Hornpipe," Tradition. (Pipe Major W. C. K. MacKie).
- 5.—Humoreske, "The Lightning Switch," Alfaro.
- 6.—"A Dervish Chorus in the Sudan," Sebek. (Soloist Musician H. Latimer).
- 7.—"Grand Scottish Fantasia," (Dedicated by special permission to Her Most Gracious Majesty the Queen).

This Fantasia contains some of the most popular of Scottish songs and dances. The dancers are introduced during the tune "Highland Willie," and dance a Highland Reel, later the Pipers enter, and with the Band, play that well-known air "The Skye Boat Song."

- 8.—Suite of "Four Indian Love Lyrics," Finden.
 1. The Temple Bell.
 2. Less than the Dust.
 3. Kashmiri Song.
 4. Till I Wake.
- 9.—March, "Strathspey and Reel" (Pipes and Drums).

- 10.—Oriental Scene, "In a Persian Market," Kettelbey.
- 11.—Selection, "Yvonne," Gilbert.
- 12.—"Grand Military Tattoo," Gun (Signal to Commence).

First Post by Buglers. Troops assemble to the tune of Gun-fire. Entry of the English (British Grenadiers), Scotch (Highland Laddie), Irish (St. Patrick's Day) and Welsh (Men of Harlech). Grand Tattoo including "The Creation" Hymn and "Abide with Me."

COMPANY REPORT.

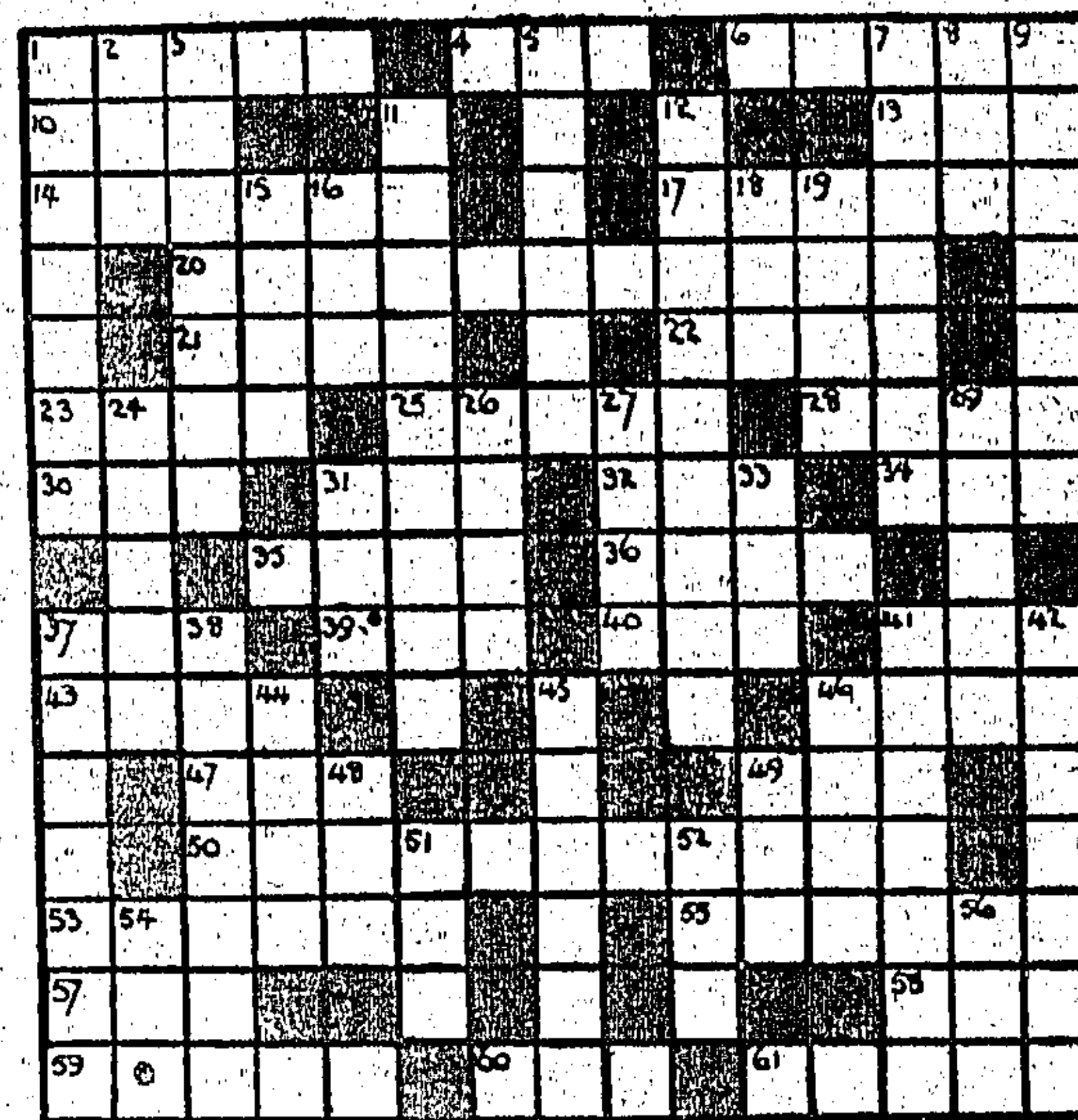
PEAK TRAMWAY DIVIDEND.

Subject to confirmation by shareholders, the profits of the Peak Tramways Co., Ltd., for the year ended 30th April 1927 amounted to \$36,024.67, which, with the amount brought forward from last year, \$20,687.92, makes a total of \$56,712.59.

This sum will be allocated as follows:

Pay a dividend of 7 per cent on 25,000 shares fully paid up	17,500.00
Pay a dividend of 7 per cent on 50,000 shares \$5.00 paid up	17,500.00
And carry forward to next account	21,712.59
Total	\$56,712.59

OUR CROSSWORD PUZZLE.



Across.

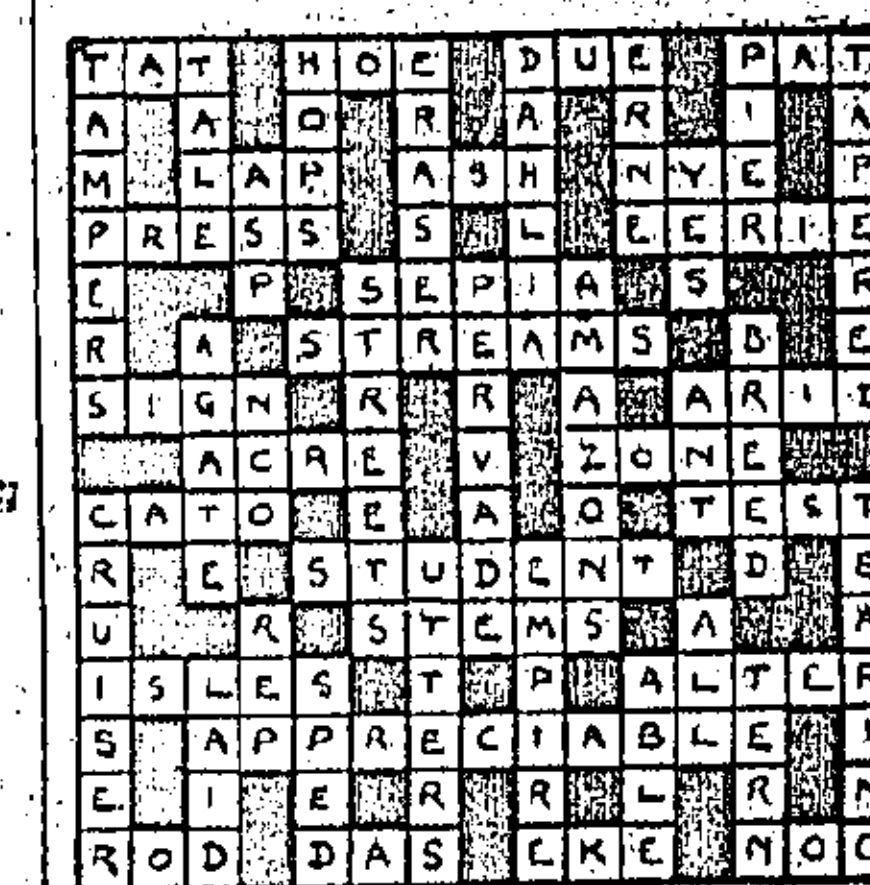
1. Whole.
4. Silly fellow.
6. Become mature.
10. Exist.
13. Beverage.
14. Female bird.
17. Tumult.
20. Pleasing taste.
21. Scrap of news.
22. To drug.
23. Eagle.
25. Semi-pellucid mineral.
28. With.
30. Tatter.
31. Measure of length.
32. Skill.
34. Distress signal.
35. Musical instrument.
36. Upstart.
37. Fish.
39. Kind of cake.
40. Finish.
41. Through.
43. Low.
45. Shrub.
47. Fit.
49. Turkish officer.
50. Foes from bondage.
53. Natural.
55. Disturb.
57. Perceive.
58. Old age.
59. Fence.
60. Married.
61. Prongs.

Down.

1. Barman.
2. Virgin metal.
3. Annoying.
5. Town in Asia Minor.
7. Adherents of the Zoroastrian.
8. Tree.
9. Lies snug.

11. Irregular.
12. Straying.
15. Detest.
16. Historical woman.
18. Sign of the zodiac.
19. Adam.
24. Wife of a rajah.
26. Dale.
27. Cultivated vetch.
29. Cowboy competition.
31. Flow of the tide.
33. Mass of growing foliage.
37. Pertaining to England.
38. Burdened.
41. Calcined gypsum.
42. Registers.
44. American lion.
45. Gail.
46. Period.
48. Masticate and swallow.
49. Consumed.
51. Clear of all deductions.
52. Imitate.
54. Born.
56. Species of deer.

Yesterday's Puzzle.



"CARNATION" MILK

It Tastes Creamy—It Looks Creamy—It is Creamy.

"From Contented Cows"

THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable. We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

FLANNELS Cleaned quickly by special method

Our method of cleaning flannels renders them soft and fleecy and of clean bright colour—practically like new. All orders are returned promptly, and the charge is only 50 cents per pair for trousers; other articles at equally modest prices. Write for Price List describing our Service.

SUN HOW WAH & CO.

DYERS & DRY CLEANERS

75 Queen's Road Central and 232 Des Voeux Road.

IN THE TOILS.

WARRANT SERVED ON EX-PRESIDENT OF MEXICO.

Los Angeles, May 20. Sr. De La Huerta, ex-provisional President of Mexico, voluntarily appeared at the office of the United States Marshall where he was served with a warrant charging him with conspiracy to violate the neutrality laws by shipping arms into Mexico to assist a revolutionary plot against President Calles.

Warrants are out for at least five others. Two others have already been arrested. De la Huerta denies the charges.—*Reuter's American Service.*

MISSISSIPPI FLOOD.

NEW RIVER COMES INTO BEING.

New Orleans, May 20. A new river is appearing from the broken Bayou des Glaises levee, across the Mississippi delta to the sea as a result of the floods. It is wider and stronger than the natural rivers Atchafalaya or Mississippi. Twenty-seven villages have just been evacuated as a result of un-

NON-STOP RECORD.

ATTEMPT TO REACH CALCUTTA.

London, May 20. Flight Lieutenants Carr and Gillman have left Crawwell in a seven-ton Hawker bomber equipped with an eight hundred h.p. Rolls Royce engine, in an attempt to create a world's non-stop flight record.

They hope to reach the vicinity of Calcutta. They are equipped with hard-boiled eggs, cold beef, raisins, biscuits, apple and pear drops, water, vacuum flasks of tea and coffee and with the biggest load of petrol ever carried by an aeroplane.

A bed is fitted where the aviators can take alternate spells of sleep.

The most critical part of the flight is expected to be the crossing of the Taurus mountains at night time.—*Reuter.*

gent flood warnings broadcast from telephone exchanges, but still thousands of people are obstinately clinging to their homes in the path of the oncoming deluge, thus seriously impeding relief work.—*Reuter's American Service.*

WEDDING SENSATION.

ATTEMPT ON MEXICAN PRESIDENT'S SON.

Nogales, Arizona, May 20. An attempt was made to assassinate Rodolfo Calles, the son of the Mexican President, who was attending the wedding of his sister to a New York businessman in a small town across the border. The assailant fired three, and two bullets pierced Rodolfo's clothing without harming him.—*Reuter's American Service.*

BRITAIN AND AMERICA.

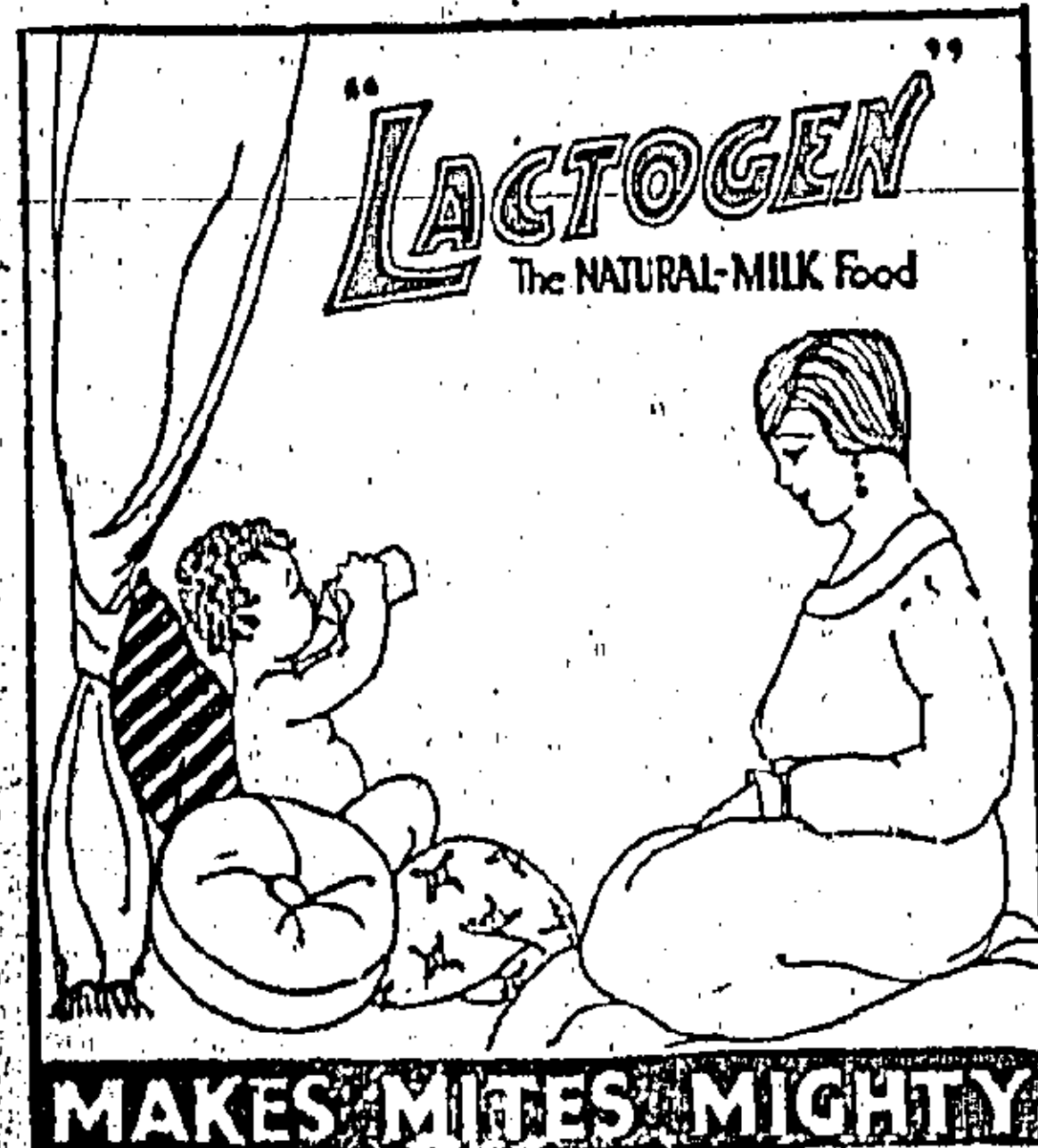
THE CORNER-STONE OF BRITISH POLICY.

New York, May 20. Friendly relations with United States constitute the corner stone of British policy and he believed that nothing that might happen in China would disturb those relations, declared Sir Esme Howard, addressing the businessmen of Seattle.—*Reuter's American Service.*

FRECKLES AND HIS FRIENDS



By Blosser



WATSON'S AERATED WATERS ARE PREPARED FROM REAL FRUIT ESSENCES. GUARANTEED ABSOLUTELY PURE.

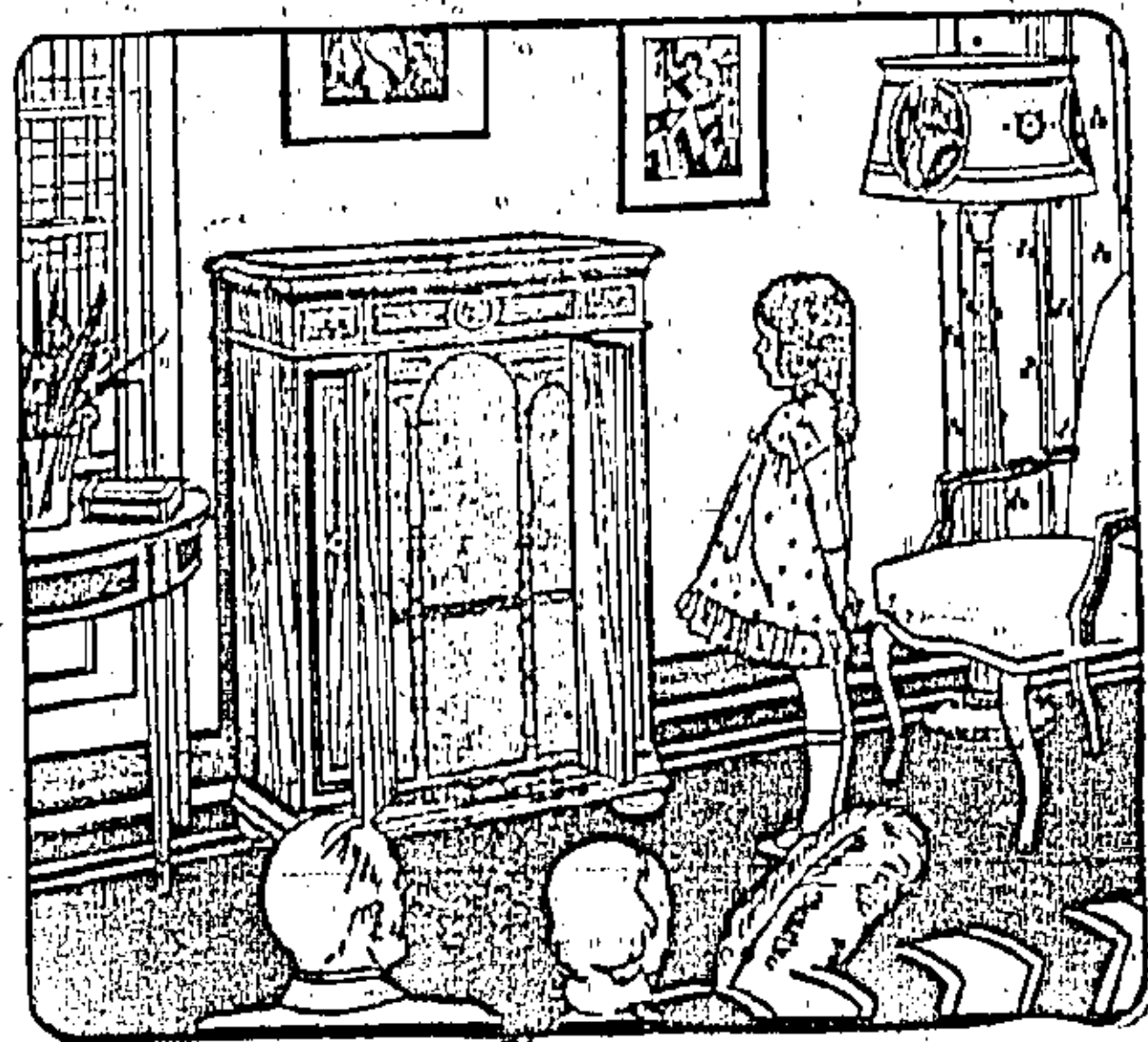
LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Brewed Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO. LTD.
Aerated Water Manufacturers.
ESTABLISHED 1841.



At the concert or in your
living-room
... the music is the same!

WITH the new Orthophonic Victrola every tone shade, every rise and fall of volume is with absolute fidelity. You can all but see the artist singing... follow the marching ranks of the military band. You will enjoy hearing the latest releases as played by this marvelous instrument. Drop in—soon!

The New
Orthophonic
Victrola
S. MOUTRIE & CO., LTD.
CHATER ROAD.

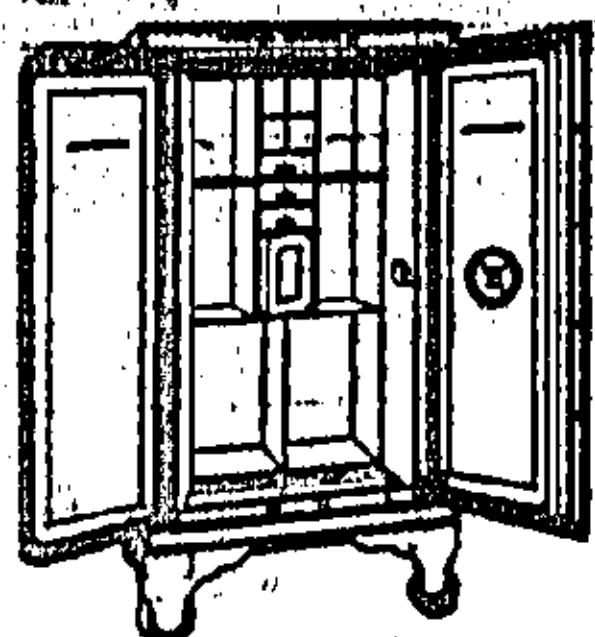
For TENNIS GOLF BATHING

Wear
THE "COMFORT"
SPORTS SHIRT

\$3.00 each (3 for \$8.25)

These Shirts are made of **STRONG ENGLISH MATERIAL** of fine texture—and are cut to fit loosely—

Lane, Crawford, Ltd.
MEN'S WEAR STYLISTS.



AVOID RISKS

from fire and burglary by keeping your records and valuables in a **HERRING-HALL-MARVIN Safe**.

We carry in stock a comprehensive range of safes suitable for the requirements of Banks, Offices and the Home, and inspection is cordially invited.

A.H.H.M. Safe is a sure protection against fire and burglary.

Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.

Alexandra Buildings,
Des Voeux Road Central

P. P. C.

Mr. D. O. de SILVA
bids all his friends
Good-bye
on his departure for
England.
Chin-Chin.

The Hongkong Telegraph.

SATURDAY, MAY 21, 1927.

BETTER STANDARDS.

We were very interested to read the other day some comments of a well-known London writer regarding the behaviour and dress of the average crowd in England in these post-war days because, speaking of the great holiday crowds in London during the Easter week, he said he was struck by the extraordinary changes in their look and behaviour as compared with the pre-war multitudes. "It is now possible to cross Hampstead Heath on a Bank Holiday from end to end without seeing a single person who has drunk too much. It is common to explain this by the quality of post-war beer, but this explanation is insufficient. Drinking to excess, which was going out of fashion before the war, is a fast-dying habit. People are ceasing to be interested in drinking as an amusement. More subtle entertainments are demanded. Friends of mine who saw this year's huge crowds at Brighton make the same report. Thousands of people will camp out for the night on the beach without thinking of forgetting their sufferings in drink. I was at Kew during the holidays, and what impressed me there was the notable uniformity and excellence of the women's dresses. There has never been a time when the old rough-and-ready distinctions between the "classes" in dress were so slight and misleading. These London pleasure resorts are now-a-days rarely visited during the great public holidays except by people well below those of the cheap car standard, and yet it was obvious that the Kew Gardens crowd on Easter Sunday was better dressed and better behaved than the crowd of a higher or at least more mixed social complexion of twenty years ago. Women's clothing is now extremely neat and sensible and cheerful in colour, and there is now little or nothing to choose in these respects between the product of Whitechapel and that of Brixton. Uniformity does not always spell dullness: my impression is that the old rowdy and miscellaneous

mob was infinitely more depressing than the modern multitude which worships middle-class standards of gentility in behaviour."

We make no apology for quoting at such length from the writer under notice, because we think that there is room for a keener realization than is often apparent that we are living in better days than were experienced before the war. We have progressed far in the past 20 years, though there are many who fail to realise it. There can be no doubt that the lot of the average working-class family at home is much better than formerly, and that the people as a whole are living on a higher scale of social comforts. As the writer says, there has been a very great advance in the matter of women's clothing, the old days of long and bedraggled skirts having given way to neater and saner costumes. There is, generally speaking, more social pride and if there is a fair amount of mimicking of middle-class standards there is the consolation that the middle-class standard is one in which better ideas are born and higher aspirations developed. There has been much industrial unrest of late years—an insistence on higher wages and better conditions all-round—and one of the direct results of that unrest has been the raising of the standard of living. Education, too, is bearing fruit and there is incontrovertible evidence that in social welfare and general ideas the working-class population of Britain is better off to-day than ever before.

Planes for the Colonies.

The recent references to the desirability of extended aerial services in the smaller parts of the Empire territories, both at home and in colonial circles, have culminated in the statement by Sir Samuel Hoare before the present Colonial Conference in London, as cabled yesterday, in which he urged the consideration of development of aerial units for the Colonies and Dependencies. He pointed out the very good work that can be done from the air, both as regards maintaining communications and opening-up undeveloped or sparsely-populated areas. The application of science to modern agriculture, and the use thereof of the latest devices of invention, was indicated in the allusion to the employment of aeroplanes in wholesale spraying of insecticides over large tracts of land, as it has been proved in America, saving a great deal both as regards time and expense, besides introducing a more efficient method of arriving at definite results. This, he showed, could effect a saving which would balance otherwise expensive service of mails or passengers. He tributed the Government of the Straits Settlements, which, as we not very long ago pointed out in these columns, has gone rapidly ahead in the commencement of aerial units, either by direct encouragement or actual support; so that our sister Crown Colony has already a civilian flying club, a projected volunteer air corps, and surveying and passenger machines in the offing. A service between Penang, Singapore, and Batavia is planned, and the sponsors of the project are sure to receive Government support. With this actual taking up of the matter at the London Colonial Conference, and the recommendation of a Minister of State, it is likely that Colonies hitherto apathetic will now be prepared to consider ways and means. Hongkong must eventually come into line, and although present conditions are not suggestive of much progress being made, it is never too early to consider plans in advance, and thus have them ready against the time when action becomes possible.

P. O. BOXES RIFLED.

CHINESE BEFORE THE MAGISTRATE.

Charged with stealing letters from subscribers' boxes at the General Post Office, a Chinese was remanded by Major C. Willson this morning, on an application by Detective Sergeant Carey.

It is stated that the arrest resulted from complaints regarding the systematic rifling of a number of post-office boxes.

That the police authorities view the case in a grave light was indicated in a statement that the commitment of the defendant would be asked for.

DAY BY DAY.

IN MY OPINION THERE IS ONLY ONE WAY OF SERVING HUMANITY EITHER AT HOME OR ABROAD—THAT IS TO ENDEAVOUR TO KILL SELFISHNESS.—Sir William Hartley.

The was one case of small-pox reported yesterday.

The Government is calling for tenders for the repair of No. 8 Police Launch.

The B. I. s.s. Trebartha left Singapore on Thursday and is due here on Thursday afternoon.

Passengers arriving yesterday from the North by s.s. Kashima Maru included Mr. C. B. Shank.

Two men have been arrested in connexion with the murder of a Chinese on the Castle Peak Road, on the 7th instant.

The Assessor's valuation lists for the Colony for the year 1927-1928 will be open to inspection at the Treasury for twenty-one days commencing on Monday next.

A Chinese girl was removed to the Government Civil Hospital with injuries to her legs caused by being knocked down by a taxi at Queen's Road East, yesterday.

The mortgage case was concluded in the Supreme Court yesterday afternoon, before the acting Chief Justice, Mr. J. R. Wood, when judgment was reserved.

It is notified that H. E. the Governor has been pleased to appoint Mr. Owen Hughes to be an Unofficial Member of the Legislative Council, with effect from 18th May.

To the list of cinema houses in the Colony, a new one will be added when the newly-built picture theatre at Mongkok, which has recently been completed, is opened in the near future.

Captain Christopher Willson, O.B.E., V.D. has been promoted to the rank of Major in the Volunteer Defence Corps and transferred to the Reserve of Officers, with effect from 6th May, 1927.

Tenders are being invited for the filling in of areas at Tong Mi between Lai Chi Kok Road and Tai Po Road, in the filling in of areas at Kowloon Tong East and West of Nathan Road Extension.

Among those leaving for Home to-day by the s.s. Kashima Maru will be Mr. D. O. de Silva, F.R.G.S., a man from Tahiti; and on another occasion, as I was walking along a beautiful country road ten miles outside Kandy, I encountered a professor from Yale, on a world tour.

By means of a duplicate key, it is reported, a safe in the premises of the Hang On firm of flour dealers at No. 10, Wilmer Street, West Point, was opened yesterday and money of the amount of \$4,000 stolen.

Gored by a bull which he was removing from one shed to another, a Chinese dairyman was removed yesterday from the Dairy Farm at Pokfulam to the Netherlands Hospital. The man was seriously injured about the body and legs.

Mr. W. E. Smith is appointed Acting General Manager of the Union Insurance Society of Canton, Ltd., the British Traders' Insurance Co. Ltd., and the China Fire Insurance Co. Ltd., during the absence of Mr. Paul Lauder from the Colony.

A collision occurred yesterday between harbour boat No. 1465 and the launch Lee Ying, the former sustaining damage to the extent of \$100. The boat was at the time lying tied to buoy No. 52, and was run into by the launch, which had two junks in tow.

A fishing boat capsized and sank with the loss of four lives during a squall which caught the boat in the vicinity of Tai-O, on Wednesday evening. One of the survivors was the son of the master, who arrived yesterday and reported the disaster to the police.

A Police sergeant on patrol in the Central railway yesterday recovered from the water the body of a Chinese male. The remains of a Chinese were also picked in the vicinity of the Leung Kwong wreck. Both bodies were in an advanced stage of decomposition and it is possible that either or both were passengers of the ill-fated ship.

Eighty thousand frogs sing Edward Chambers to sleep every night in Laporte, Indiana. He has been a frog farmer for more than forty years, raising them until they are a year old, then marketing the frogs. At first he caught them along stream beds at night, but the demand became so great that he now has his own preserve.

"LANKA," THE ISLE OF PALMS. A Melting Pot of the East.

As I sit at my window and look out over the Indigo sea of the Tropics, as I regard the tall coconut palms at the water's edge over bowing toward their beloved ocean, and, above all, as I rejoice in this golden sunshine, it seems to me that the ancient peoples of Ceylon chose well when they selected the title, "Lanka"—the shining land—for their matchless island. For of a certainty it is a "shining land," in its rich blue, its emerald green and its gleaming gold. And not less alluring than the glory in which nature has invested it is the many-hued colour of its native life, blending the characteristics and customs of all the races of the East.

Sir Hugh Clifford, the present British Colonial Governor, calls Colombo the "Charing Cross of the East." And so far as the port goes that is an apt and sufficient characterization. People and ships from all the world are here, carrying a little and then moving on, east and west, north and south. The wanderer of the "world cruise de luxe" makes his brief stop, falls a ready victim to "curio" dealers in "Oriental" objects made in Birmingham, Eng., is rushed to matchless Kandy and back by motor, and then hurries on to Singapore or Port Said.

The more leisurely wanderer, "tramping" the world by sea, arrives on a dingy, far-roaming freighter, wanders the island until he has had his fill, the while watching the ship news and haunting consulates and shipping offices on the alert for still another dingy freighter bound he cares not where. For every traveller, whatever his purposes or methods, passes through Colombo as, at one time or another, he passes through Charing Cross. As in Singapore and Port Said and Shanghai, the world meets in Colombo. Ships lie side by side behind the great breakwaters for an hour or a day, as if renewing old acquaintances, and then pass on to China, to Australia, to South Africa, to Europe. Likewise do men, and the coincidences of their meetings in Colombo are "strange ones."

Recently I stood on the station platform and waved farewell to the American Consul from the far-set post of Kalgan, on the borders of Mongolia, as the trans-Indian train departed for the north. Our acquaintance had begun in Peking a few months before. A few days before I met, in one of the hotels, a man from Tahiti; and on another occasion, as I was walking along a beautiful country road ten miles outside Kandy, I encountered a professor from Yale, on a world tour.

So does Colombo justify its latest appellation, but Colombo is no more Ceylon than Hong Kong is China, or than Papeete is Tahiti. It is an energetic, bustling tropical seaport, more colourful than any other with the possible exception of Singapore, supremely beautiful in its flower fringed, palm-embowered European quarter, international and international in its life, yet only a detail of the wonderful, richly hued kaleidoscope of nature that is "Lanka, the Shining Land."

For this immense island has more than 25,000 square miles of area, and every one of them is a tropical beauty spot. It has its lowland, its "hill stations," and its mountain peaks. Its railways climb upward as climb the railways of the Engadine and the Bernese Oberland. From the tropical atmosphere of Colombo you may ascend in a few hours 8,000 feet to the climate and scenery of New England; and if you are energetic you may climb still farther by donkey and on foot to true alpine summits.

But when, if ever, Ceylon adopts the "alagan," the visitor will be met on the docks at Colombo by some such bit of alliteration as "Come to Kandy." For Kandy, like Nikko and Agra and the Pyramids and the Victoria Falls, is an objective of objectives. Here, according to some of the ancient hill peoples of Ceylon, was the Garden of Eden; and from this vale of beauty the

Kandyan Singhaless, or "highland," strove bitterly to bar Europe. The Portuguese of the sixteenth century and the Dutch of the seventeenth never set foot into this glorious mountain valley, nor did the British until the beginning of the nineteenth century, when the hills peoples, wearied with conflict, accepted the English King as their ruler. Up these mountain ways, through the passes and into the once impregnable fastnesses a remarkable railway leads to-day; and as it rounds a shoulder of the mountains not unaptly termed "Sensation Rock," it discloses such a panorama as to draw from the newcomer a gasp of amazement.

And when, emerging from the Kandy station, he finds himself in the very midst of one of the most picturesque native markets in the world, a market piled high with fruits of every sort, procurable for trifling sums, he searches the recesses of his travel experience for anything else anywhere in all the world like this tropical Eden of the "Shining Land."

Even Singapore's blended populace scarcely presents as many types of every race east of Suez as does Ceylon, nor as characteristic representatives of these races. Ceylon is the "melting pot" of the middle East. Here come the Indian peoples, including even a few from Afghanistan, Kashmir and far Tibet, to mingle with the dignified and voluminously clothed Arab, with the Malay and with the Chinese and the Japanese. And among the strictly native peoples, the Singhaless and the half-negroid Tamils, one encounters now and again a handful of the folk who probably were the original Ceylonese, the Veddis.

Strange people are these, their half-savage, sullen features suggesting the Papuan of Borneo and New Guinea, strange and little known, for their origin antedates all historic record or even legend. Thus one finds, gathered here in this tropical isle, a representation of pretty nearly every one of the numberless alien peoples who, in one degree or another, are the subjects of His Majesty, King George V. Like the mingled peoples of Honolulu and Singapore and Manila, they live here in rarely disturbed amity, going their own ways, following their own faith, living according to the habits of their kind.

On one street is a Buddhist Temple, on another a Mohammedan mosque, on the next a Hindu shrine; and yonder towers the temple of an Anglo-Saxon pro-cathedral. Caste distinctions are rapidly losing their significance in the middle East, yet the mark of the comb worn upon the crown of the head still entitles the Singhaless of a certain caste to the homage of another, whatever may be their relative callings or economic circumstances.

The half-Europeanized Ceylonese has taken to foot-wear, but he is vastly in the minority, and shoes are still as rare among the Singhaless and Tamils as rain in Aden. Attired in high "state" otherwise though he may be, the boot is a convention he has not yet yielded to; and an amusing sight in some of the hotels is a Singhaless head waiter in much-adorned evening clothes, but still lacking footwear.

The breezes ever blow upon "The Shining Land," and, upland or lowland, the atmosphere is rarely oppressive. There is the northeast monsoon and the southwest monsoon, and each of them provides a sea breeze, strengthening always as the swift-passing tropical twilight yields to the scented night.

Though the latitude of Ceylon is low, the climate is delectable, almost as rare as that of Tahiti. And, quite as in the South Seas, does one linger too long in "Lanka," he is apt by and by to feel its tender spell weaving itself inescapably into his thought. For Ceylon, if any where, epitomizes the "call of the East," that call which one never hears in its most seductive note until he has remained a while and then left.

FOREIGN LANGUAGES.

TAUGHT BY THE LINGUA- PHONE SYSTEM.

At last has arrived an ideal aid which is destined to mark an epoch in the annals of modern language teaching, we refer to the Lingua-phone language records—a surprisingly simple system evolved by the Lingua-phone Institute of London.

To learn a foreign language fluently, students must, above all, hear the language frequently spoken, and as is fully recognised, the grammar is one thing, but the spoken language is something entirely different. To speak it correctly, students must hear it frequently—hear it spoken with absolutely correct pronunciation; and

yet in a sufficiently simple form to enable their concentration to be focussed on the sounds.

To meet this urgent demand, which no one person—even in his fullest enthusiasm—can supply, has the Lingua-phone method been prepared, and a demonstration convinces beyond all doubt that not only has all sign of drudgery been removed, but that languages can now be mastered with hitherto unknown simplicity.

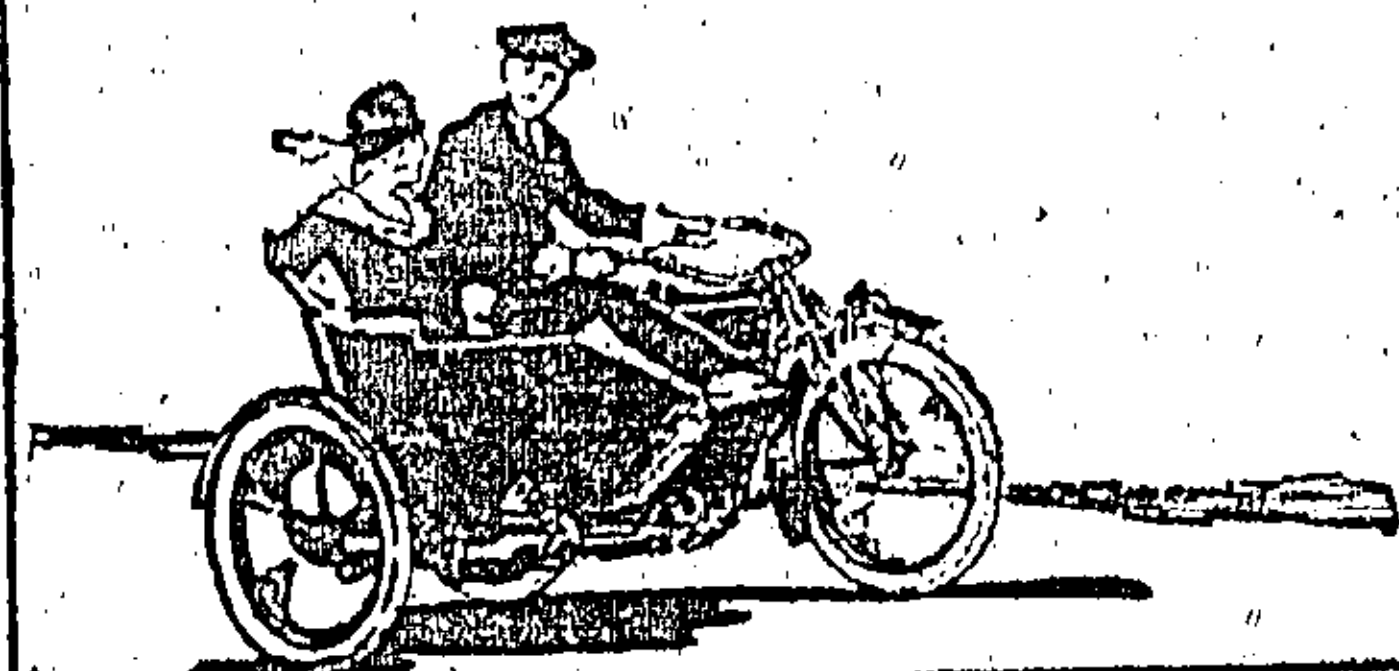
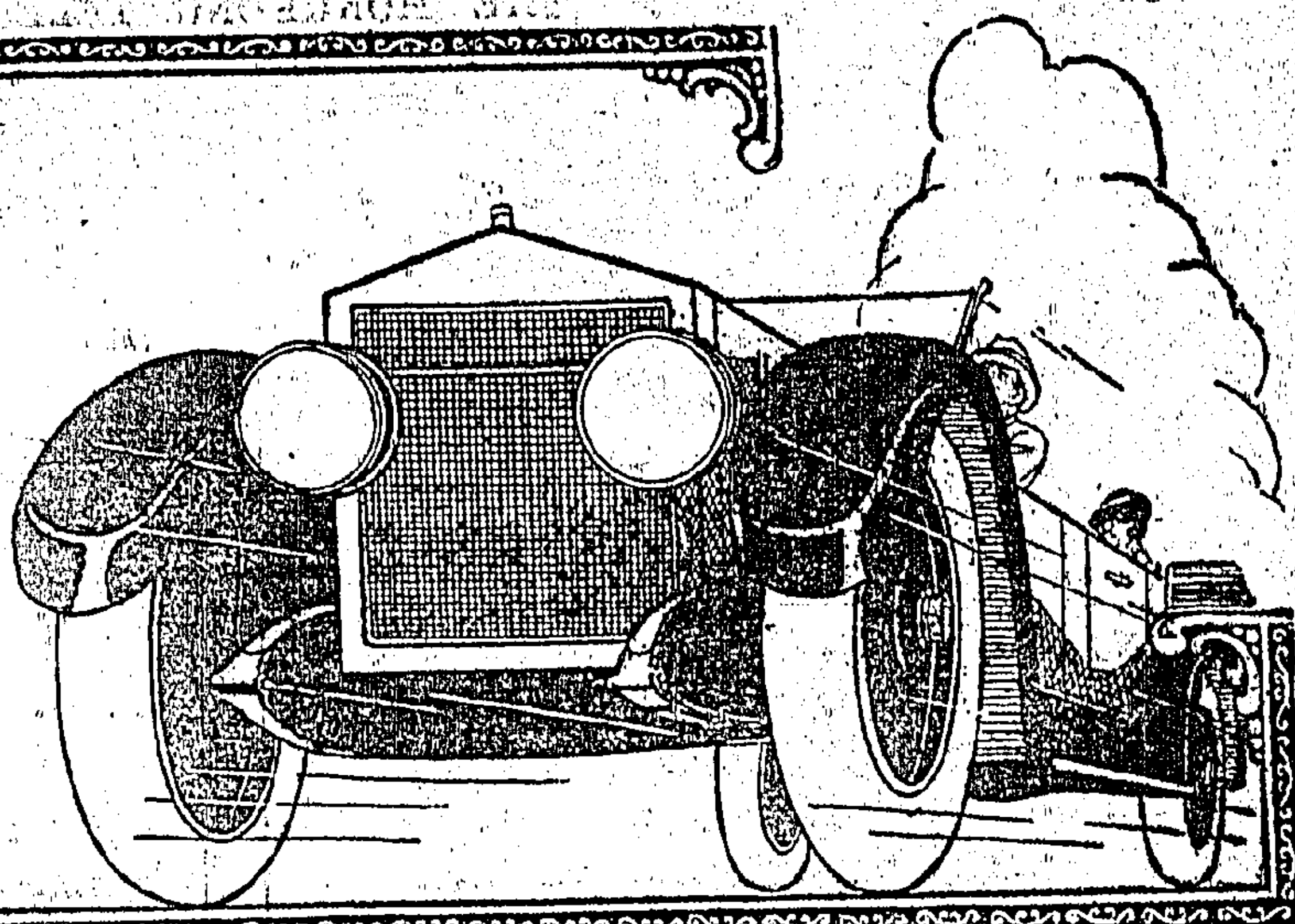
Leading schools and educational institutions throughout the British Isles have adopted the system, and the unanimous appreciation which has followed, is in itself the most emphatic evidence of its excellence.

The local agents are the Anderson Music Co., Ltd., and we strongly advise those interested to call round for a demonstration and particulars.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 21st MAY, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Public Cars.

Following our comment last week on the question of privately owned public hire vehicles, it has been suggested that certain stands be reserved for all such vehicles as distinct from the present taxi stands. Connaught Road, Central from Pedder Street to Douglas Street is one of the proposed locations, the other being in the same street running eastwards from the Star Ferry, in each case, cars parking in the centre of the road. The former stand would probably accommodate a dozen vehicles, and the latter about seven. Such reservation would not cause any inconvenience, and would be a step in the direction of controlling these cars, at the same time rendering supervision easier. Signs might be erected (illuminated by night) drawing the attention of the public to the service thus provided. We believe that if the suggestion were adopted, a benefit would be conferred both on the public, and on the people who operate the cars.

Improvement Needed.

At the junction of Glenealy and Upper Albert Road there is a rather acute bend, and although careful driving should be the general rule, it is noticed that many motor vehicles travel much too fast when taking the bend. Probably it is not remembered that this is a controlled area where caution must be observed. Besides the possibility of motor traffic coming out of Arbuthnot Road, hundreds of pedestrians using Glenealy have to cross the road, and the Sedan chairs make the same crossing. Motor vehicles travelling in either direction seldom throttle down, especially west-bound traffic, which usually increases speed with the object of taking the incline on the "top." The easterly direction is the more dangerous from the driving point of view, it not being an easy matter to take the bend even at low speed. The other day, a fairly large lorry was seen travelling at 12 or 13 m.p.h., and upon reaching the bend, a private car appeared much to the lorry driver's consternation, as he had all that he could do to avert a collision. We remember three quite serious smash-ups at this particular locality, and think that drivers should have it impressed upon them that they must drive slowly. It would greatly assist motorists if alteration could be made to the steps and wall at Glenealy, thereby widening the road by some few feet. If something could also be done to provide a clear view, the risk of accidents would be lessened.

Second-Hand Cars.

Many people take up motoring by first buying a second-hand car. There is much to be said both for and against the practice, in fact, probably more argument "for" than against. In Hongkong there is not much risk, because it is quite easy to trace the history of almost any car here, provided that it first arrived in the Colony as a new car. To the individual who can afford a new machine, and who is endowed with sufficient common-sense to handle it carefully, such a purchase will undoubtedly prove the more economical in the long run, but to those, who, for financial reasons acquire a second-hand car, expert advice should be taken before purchase. The fact that a car appears to run quite nicely on a trial spin, is not evidence that it is mechanically sound, and unless the prospective purchaser has had previous experience with cars, he should be wary of acquiring something which "looks like a motor car and goes."

The Home Trade.

In other parts of the world there is a huge business done in "Used Cars," and while there are thoroughly reliable firms who specialise in the trade, there are also unscrupulous dealers who are looking for the "mug" upon whom they can foist radically a defective vehicle. Such people should be avoided, and their tempting bargains left well alone. Some local residents express the intention of "picking up" a cheap second-hand car upon arrival in England, and to all such we would utter a word of warning. In the first place, to arrive Home on leave without being able to drive a car is not by any means the most favourable condition under which to start motoring. Time will be taken up in tuition, and even when the pupil is passed out, he will not get the full benefit of motoring when lacking the experience of at least a few months at the wheel. Buying a car here in order to become an efficient driver is the more logical course to take, the freight to England not being an exceptionally heavy matter, especially when compared to the added joy which comes of confident driving. To those who do intend to wait for the second-hand car at Home, we would urge that they first seek information from the Honorary Secretary of the H.K.A.A., who is in possession of useful information regarding satisfactory agencies through which to purchase used-cars.

MOTOR CYCLE TREK. QUICK SERVICE.

From Bulawayo to the Cape. A.A. Road Communications.

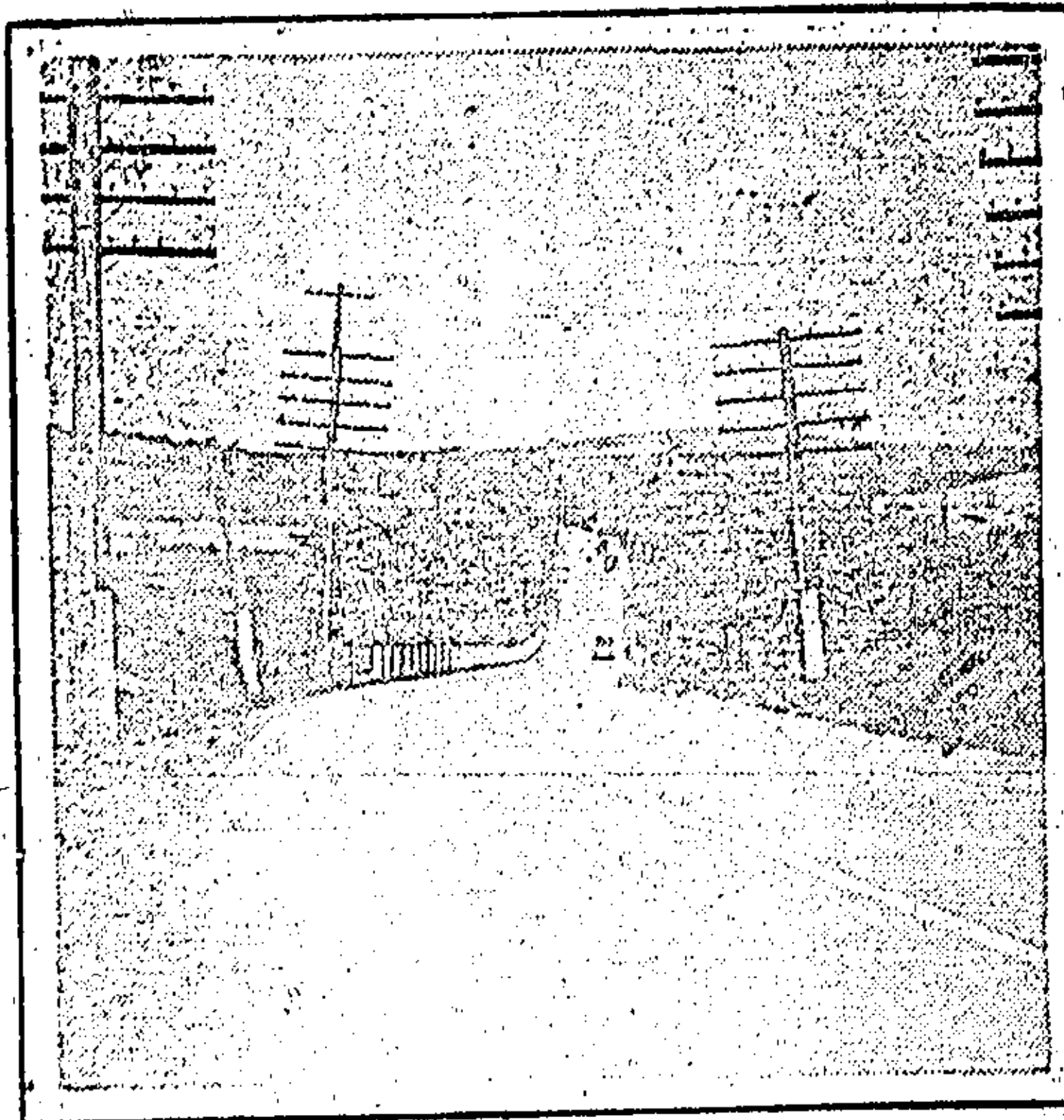
It was a great trek from Bulawayo to the Cape by motor cycle and sidecar which was undertaken by Mr. Wightman and his wife, who in her diary of the journey has recorded many interesting events and several thrills experienced by this adventurous couple. Fortunately, they could place every reliance in their machine, a 550 c.c. Triumph, the engine of which, by the way, ran perfectly. The only trouble to the motor cycle was a puncture, but a spring of the sidecar broke and had to be welded. The total mileage was 2,054 miles, and the average petrol consumption was 59 miles to the gallon. Twenty-three days were spent on the road, fourteen of which were occupied in travelling. The approximate weight of the outfit, with spares and luggage, was 900 lb. We

believe this is the first time the journey has been accomplished with a single cylinder motor-cycle and sidecar.

As an example of the rapidity with which the Automobile Association is able to communicate with members during their journeys, the following incident may interest motorists who may need similar assistance.

At 11.10 a.m. a member requested the Automobile Association to convey a message to his driver, who was on the road somewhere between the Midlands and the East Coast. By 11.20 a.m. all the road patrols in charge of the A.A. roadside telephone boxes along the route were informed, with the result that the message was delivered to the driver at 11.30 a.m.—twenty minutes after the request was received at the A.A. Office concerned.

AMERICA'S MODERN HIGHWAY SYSTEM.



No veteran tourist can escape the lure of such roads as these. At the left is part of a road through Essex county, Massachusetts, while the one at the right shows a tempting stretch of smooth concrete along the Lincoln Highway in Allegheny country, Pa.

Washington, April 8.—Concrete highways, wider and more inviting than those of former years, will speed millions of tourists this year over America's varying landscapes.

This year, for the first time, motorists will find their way across country as easily as going downtown. All important highways under federal aid have been numbered systematically, and all are marked uniformly for the guidance of tourists.

There are eighty thousand miles of such highways. The entire government and state system of surfaced roads covers more than 200,000 miles. This year nearly 30,000 more miles will be prepared for driving.

Most of these roads are of gravel and macadam, but they are well packed, smooth and generally well-maintained. The concrete roads cover more than 30,000 miles.

Turn Back to America.

Over this network of improved highways will travel a host of motorists larger than any in former years. Last year, it has been estimated, more than 15,000,000 campers alone enjoyed the country's scenery over these highways. These took from five to fifteen days to stay at a single camp, and many extended their tours for more than a month.

Many more millions burned up the roads for weekly and weekend trips. Practically every motorist shared with others the pleasures of short tours lasting no longer than a day.

This year this summer pleasure is expected to increase with the growth in the number of motorists, the improvement of highways and touring facilities and a general awakening to the attractions America has to offer. Thousands of tourists, it is believed, who otherwise would seek vacations by a tour through Europe, will turn their backs on that continent to "See America First."

The result will be a general quickening of motoring activities all over the United States. The national parks will swarm with thousands of visitors. Some 2,500 tourists' camps will be packed with transients. Summer hotels and cottages will be filled. Business will rake in millions from the passing strangers.

Billion Is Spent.

How enormous this touring activity is expected to become may

be estimated from the expenditures of tourists last year in certain parts of the country. Figures collected by Frank B. Brimmer for the American Automobile Association show that motorists must have spent well over a billion dollars last year over the whole United States.

In Michigan alone, automobile campers left more than \$44,000,000 during the touring season, and that doesn't include the sums spent by those passing through the state or taking short trips into it.

The number of motor tourists in this state's parks exceeded 3,500,000, nearly three-fourths of which stayed at hotels, and spent an average of 18 days there.

Every midwestern and western state reported an increase of visitors during last year's touring season, and expect even more this year. The American Automobile Association alone routed more than 50,000 cars into New England, bringing about 150,000 visitors into that territory.

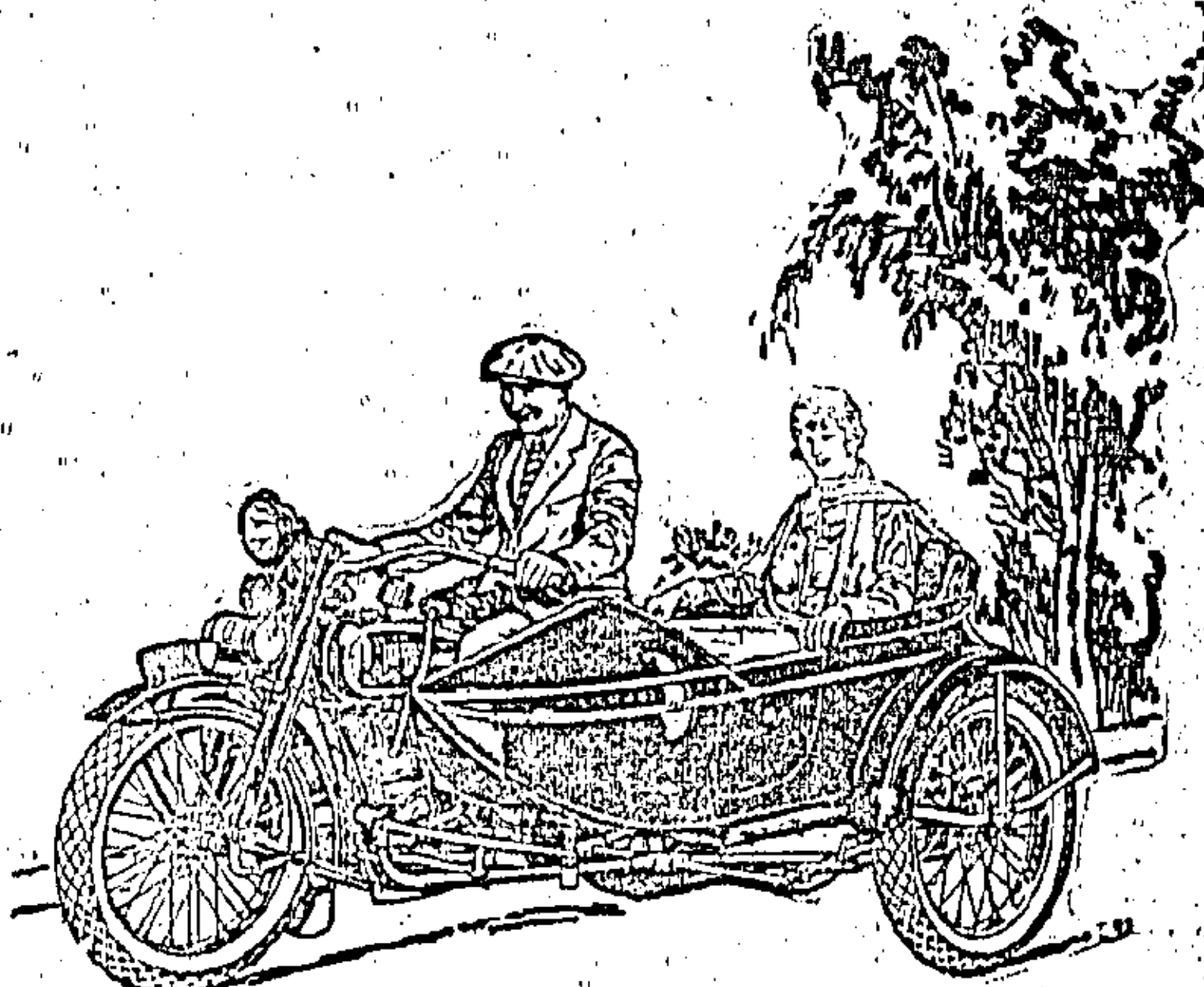
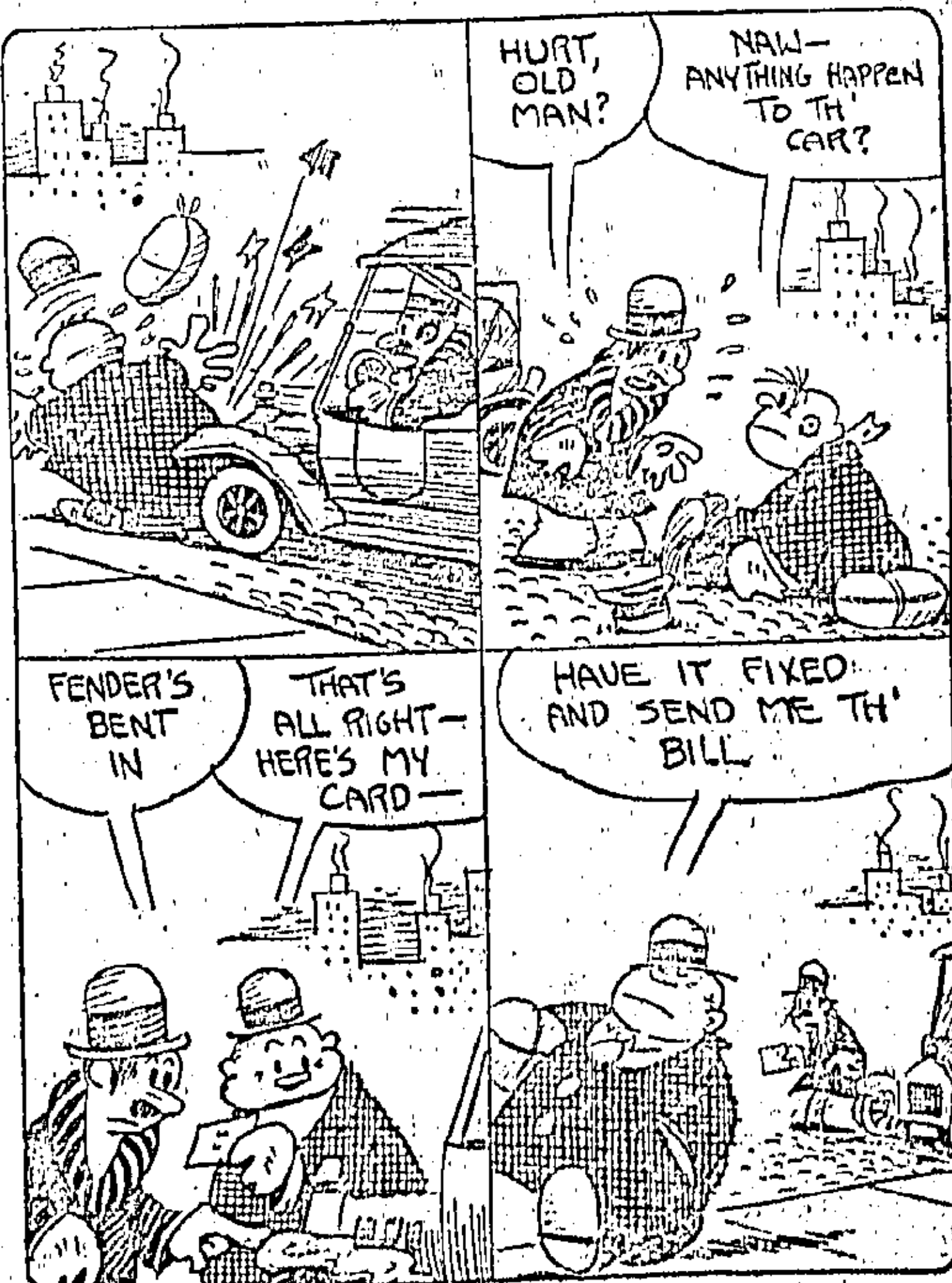
Motorists in Majority.

For the first time, says Brimmer, motor tourists last year exceeded rail visitors to the Grand Canyon National Park. Yosemite National Park was visited by nearly 275,000 tourists, a large increase from their former numbers, largely due to motor traffic.

Sequoia and General Grant national parks reported a 60 per cent. increase in travel there over 1925, and all the other national parks reported similar increases.

Only Florida showed a decline last year in the number of motor visitors, but that is due practically entirely to the drop in the Florida boom. Those that did come, and there were many thousands, were considered "of the more highly desirable class of tourists which well overbalanced the decline in numbers."

The amount of money spent by the tourists ranged from almost \$2 to as high as \$10 a day. In one case the value of each visiting automobile to the state was estimated at more than \$10 a day while there.



ANSWER THE CALL OF SPRING— DO IT WITH A HARLEY-DAVIDSON

Get Astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour, ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles, see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy man only. It is within reach of every man with an income.

Dependable, economical and highly enjoyable transportation can be yours if you own—

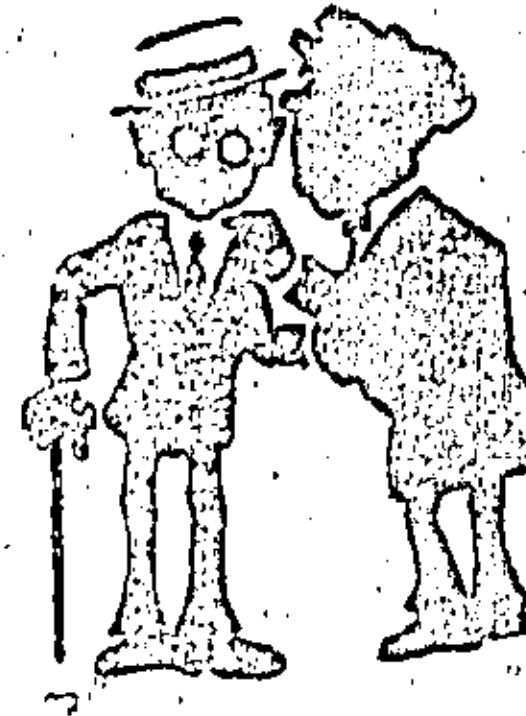
A HARLEY-DAVIDSON MOTORCYCLE.

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find me
the cheapest doctor
in the city.

When you are sick, you do not go shopping for bargain doctors. You call the very best obtainable. If the trouble is with your eyes you do not consult a general practitioner—you demand a specialist, one who has made a life study of the eyes.

When your motorcar isn't running properly don't make matters worse by shopping for a "bargain" oil. Experts say that poor oils are responsible for 80 per cent. of all repairs. The surest way to cure repair-bill troubles is to use the best oil you can secure—Gargoyle Mobiloil—made by a Company of lubricating experts who have specialized in the manufacture of lubricating oils for more than 60 years.

Every Mobiloil dealer is a lubrication specialist—our Mobiloil Chart on his wall enables him to prescribe the grade of Mobiloil scientifically correct for your car. "An ounce of prevention is worth a pound of cure." Drain your crankcase—to-day—re-fill with Mobiloil. Your engine will give maximum service almost immediately.



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on both wheels

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which provides separate feed for front chain

A REAL SILENCER—GRACEFULLY
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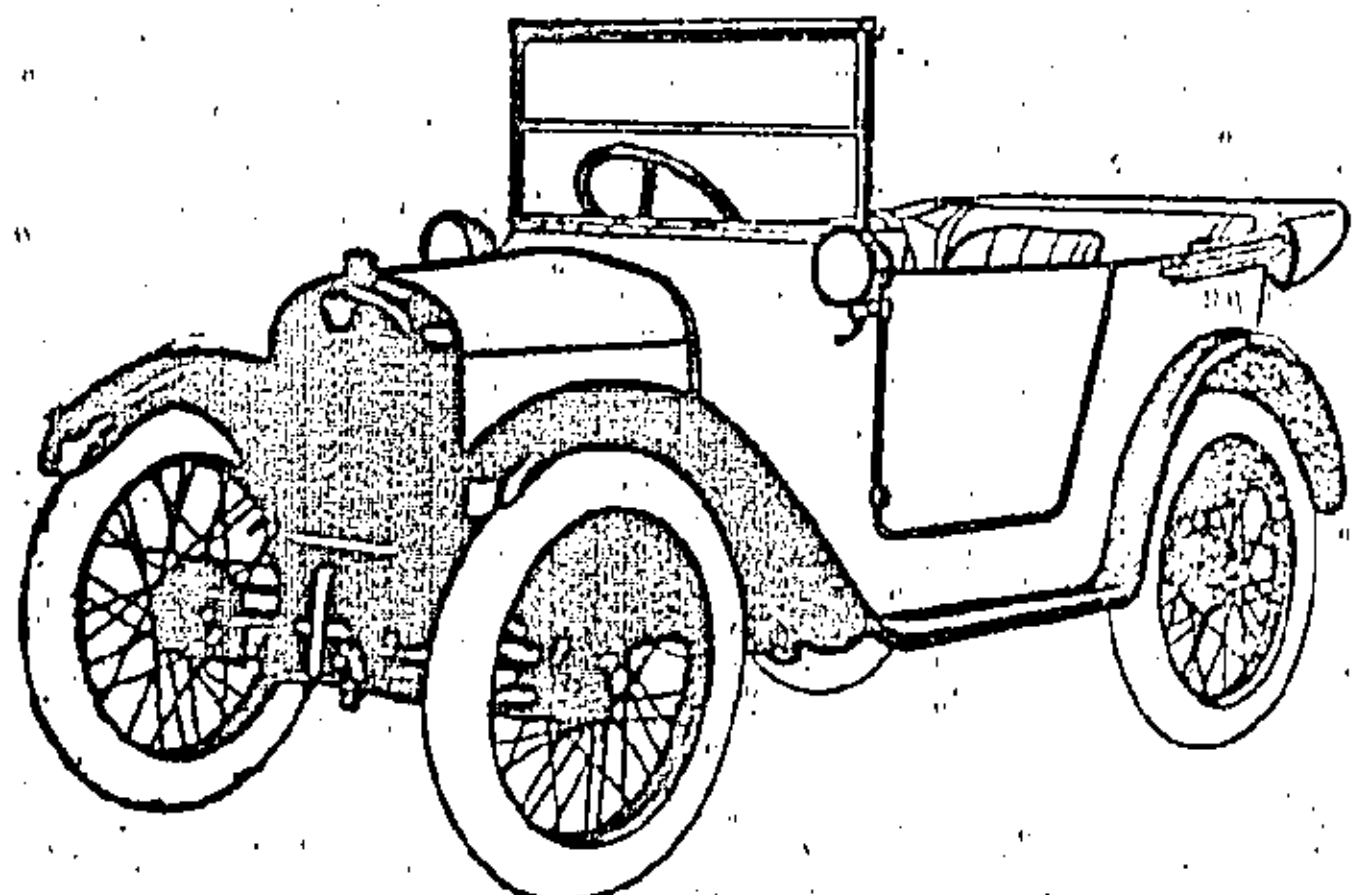
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ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor,—Ice House St. Entrance.

MOTOR CYCLE SHOW.

The Cycle and Motor Cycle Show will be held at Olympia, London, from the 31st October to 5th November, 1927.

All Overseas Traders are invited to make application for Complimentary Season Tickets to the Secretary, The British Cycle and Motor Cycle Manufacturers' and Trades' Union, Ltd., The Towers, Warwick Road, Coventry, Warwickshire.

MORE CARS RECOVERED.

Despite the great increase in thefts of automobiles in the United States last year, recovery of such cars has proceeded at a much higher rate. Cars stolen last year amounted to 95,225, more than three times those stolen in 1918. But only 11 per cent of these weren't recovered, while the recovery in 1918 was all but 21 per cent.

HOW AN AUTOMOBILE IS MADE.

Special Gauges Insure Precision.

This is the second of a series of articles telling how the modern automobile is made.



Lapping a snap-gauge, shown here, is work requiring skill and extreme care, for there's only one ten-thousandths of an inch difference between the jaw widths. Inset shows a set of Johansson gauges, the standard of all.

On proper gauges depends the exactness required in automobile manufacture.

There are gauges for every purpose, for measuring internal diameters, for measuring depth of screw threads and sizes and angles of gear teeth, and for making the every day measurements of length, breadth and thickness.

World's Standard.

To make these gauges absolutely accurate there has to be a standard gauge for their measurement. For this, Carl E. Johansson, a Swedish rifle mechanic, has invented what is considered to-day the most marvelous set of gauges ever devised.

They are called Johansson gauges, in his honour, and may be found in every shop where precision work is to be done. They are the standard of measurement accepted the world over, and are closely guarded against misuse or flaws. In fact an automobile plant may have two or three sets

of "master gauges," which are never used except to check up on other Johansson gauges for accuracy.

The gauges in use are always at hand to set operating machines to the required measurements and to check up on other forms of gauges.

These Johansson gauges are blocks of steel measuring from as low as one-half of a ten-thousandth of an inch to 2 feet. In fact, there is one set of Johansson gauges, the only one in the world, which differs in steps of a millionth of an inch. This is so delicate that even the heat of the user's body would influence its length.

Attain True Parallel.

The maintenance of accuracy of these gauges is Johansson's secret, although Henry Ford has taken over the rights of American manufacture, and Johansson now is doing this work for Ford. But it is known that the gauges go through a seasoning process of seven years before they are approved as standard.

U.S. TAXATION.

Threatened Increase.

Washington, April 8.—More than \$750,000,000 was paid out by American motorists in the form of federal, state and municipal taxes last year.

This is an increase of \$83,000,000 over the total of taxes paid in 1925. Threats of increased gasoline taxes and promise of another record in automobile sales this year, point to approach of the billion mark in taxes by the end of this year.

Figures showing this great revenue from motorists have been issued by the Department of Agriculture and have been obtained from other sources.

Ten Per Cent. Gain.

The Department of Agriculture announces that the total motor vehicle registration in 1926 was 22,001,393 vehicles, which included 19,237,171 passenger cars and 2,764,222 trucks and tractors. This is an increase of more than 10 per cent. over the 1925 registrations.

Receipts from registration fees, licenses and other state annual taxes were \$288,282,352, as compared with \$260,619,621 in 1925. Receipts from gasoline taxes in 1926 totalled \$187,603,231. In 1925 they were \$146,028,940.

Proportionately, federal excise taxes on passenger cars and on trucks, vehicles for hire and on parts, tyres and accessories, it is estimated, have brought in \$155,000,000, as compared with \$145,296,000 in 1925.

Local Taxes Help.

Personal property taxes in 1925 were well over \$100,000,000 on automobiles alone, and municipal taxes the same year have been estimated at a total of \$15,000,000.

Figuring only a slight increase in these local taxes, puts the motor tax bill for 1926 past the total of \$750,000,000.

Most of the money derived from this source is put back into public roads. Motorists therefore may expect a wide expansion of the road building and improvement programme henceforth.

OPEN OR CLOSED CAR?

What Do the Doctors Say About it?

[By Captain E. de Normandie in the Daily Chronicle.]

A correspondent who is hesitating as to the type of new car he shall buy asks, "Is it really a fact that the closed car is not so health-giving in use as the open car?"

The point raised, presumably, refers chiefly to the fact that, with a closed car, one does not benefit by the direct action of the sun's rays.

I believe that such action from the sun's rays is health-giving, apart from the mere fact of being in the fresh air. If we accept that dictum, then it must follow that the direct answer to the query will be "Yes."

But if I said "Yes" I should probably be widely contradicted. And, on the other side of the balance, the closed car certainly makes it easier to avoid catching a cold—or the flu.

The decision asked for is a trifle beyond my province—so it would be interesting to have medical evidence on the point raised.

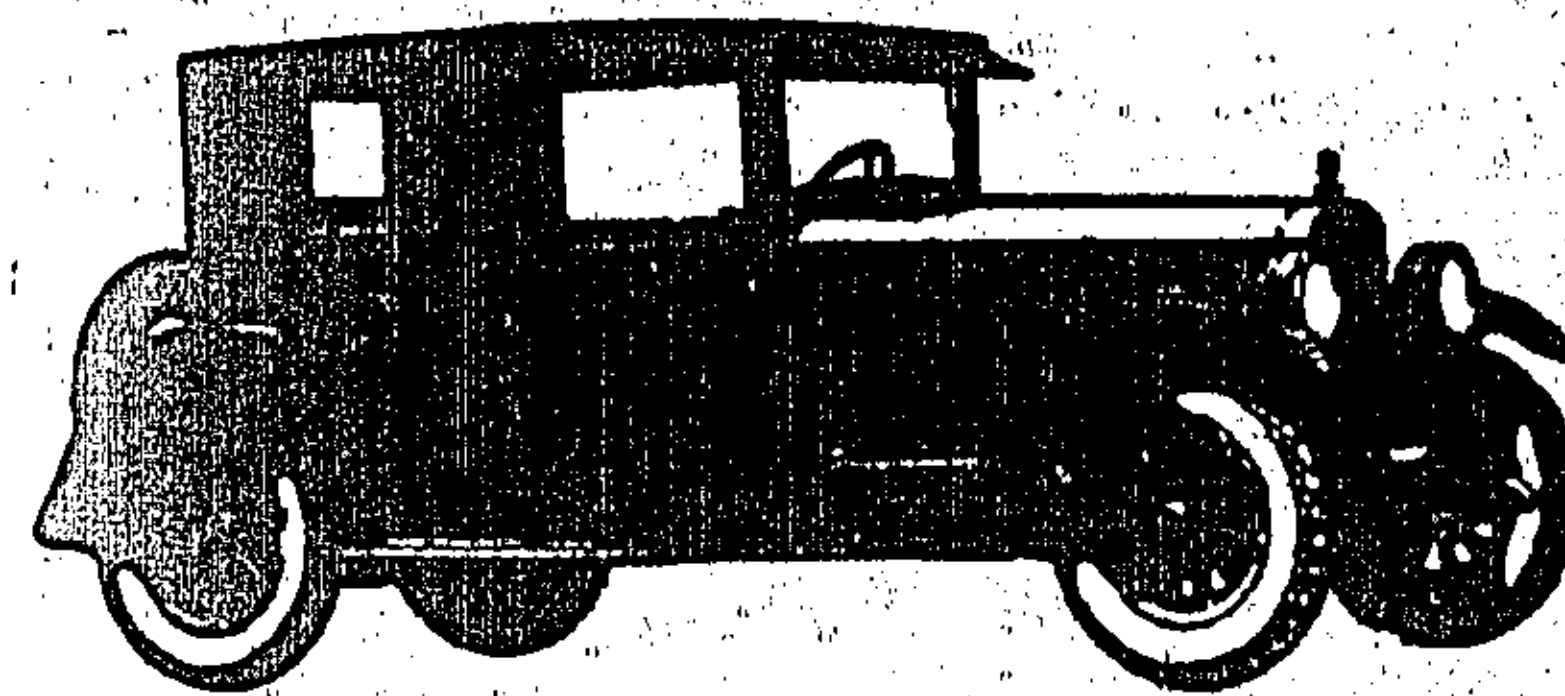
Fog Flares.

From sunshine to fog is an unpleasant change of subject, but anything which makes the lot of the motorist easier in a fog is deserving of our appreciation.

In this connexion the Automobile Association has been making some experiments for rendering car driving safer at 50 road junctions which are invisible in fog.

HUDSON-ESSEX

With the Patented and Exclusive Super-Six Advantages



World's Greatest Value and
Largest Selling "Sixes"

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,200
Sedan	5-seater	G\$1,250

HUDSON SUPER SIX MOTOR CARS.

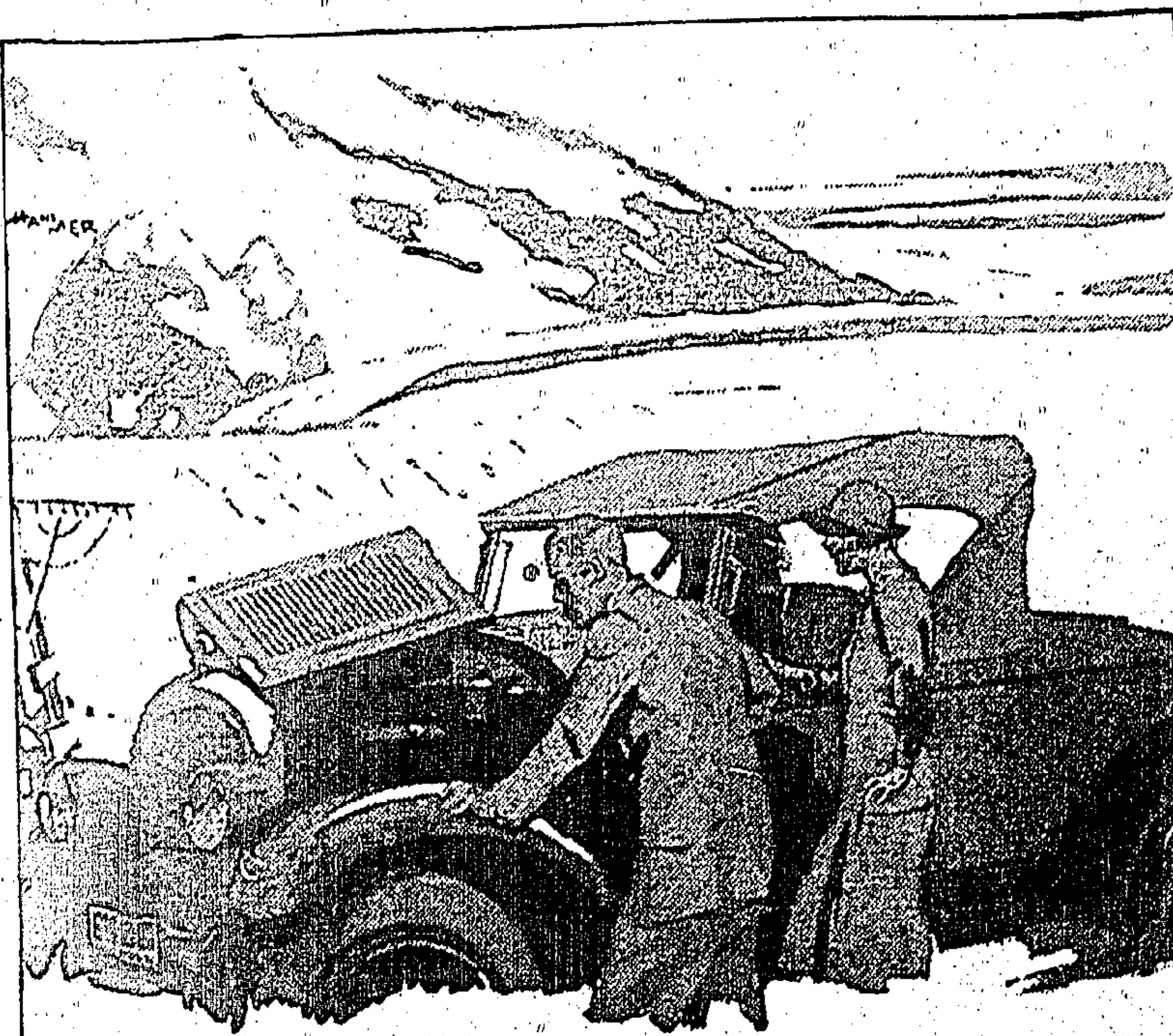
Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,740
Sedan	5-seater	G\$1,840
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,035
De Luxe Sedan	5-seater	G\$2,215
De Luxe Sedan	7-seater	G\$2,330

The above prices are for delivery at your door in Hong-kong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

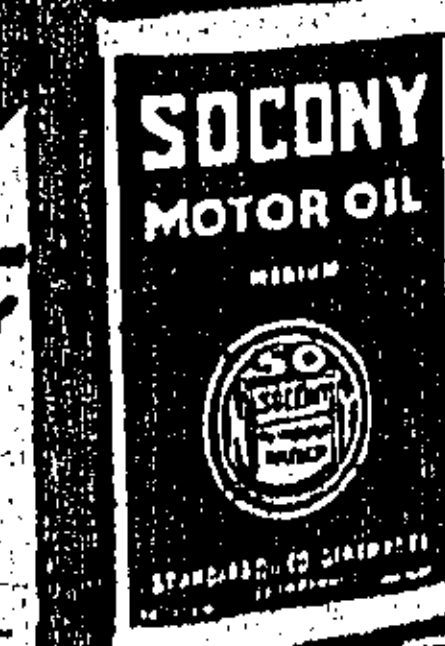
33, WONG NEI CHUNG ROAD.....HAPPY VALLEY.



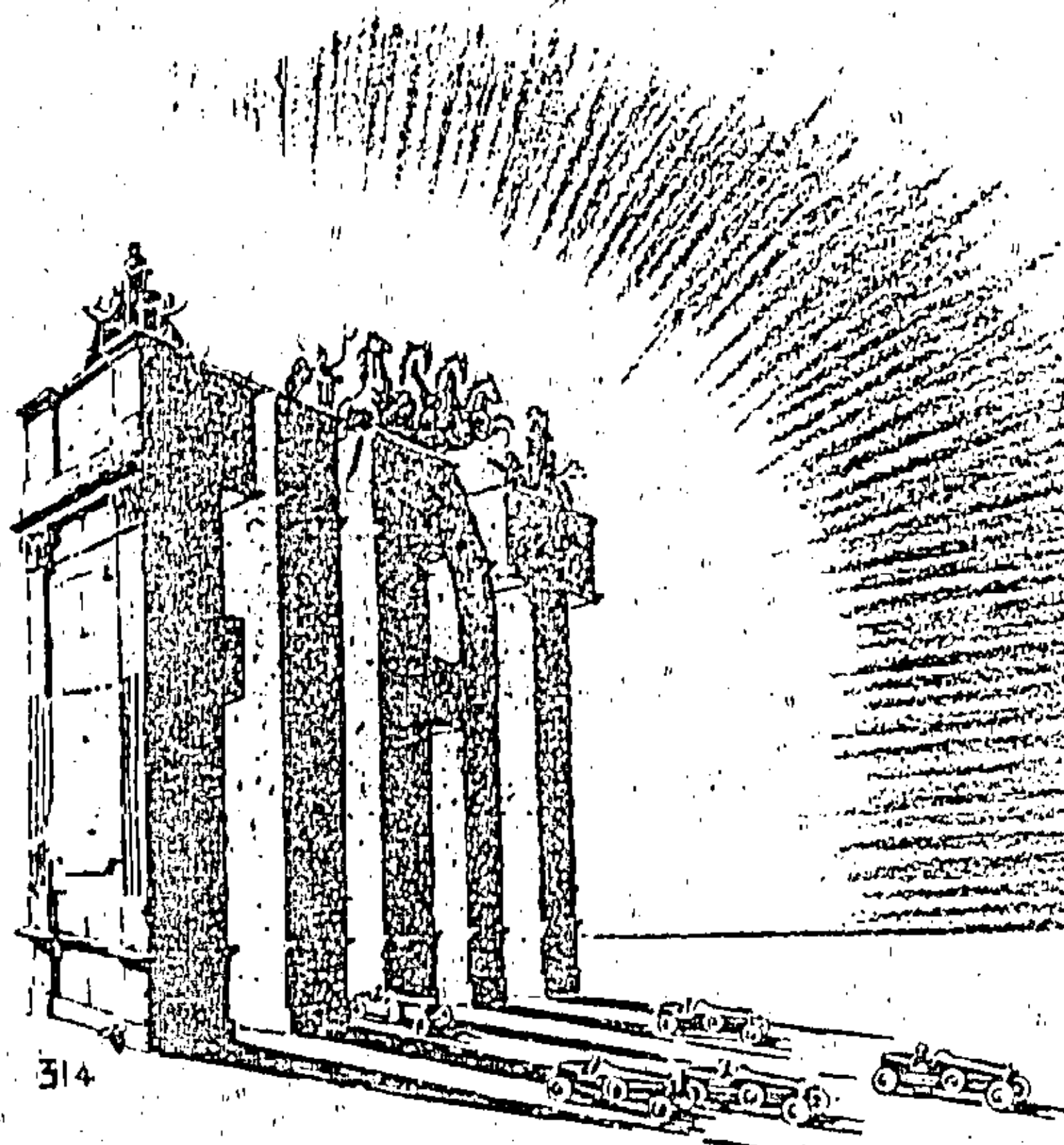
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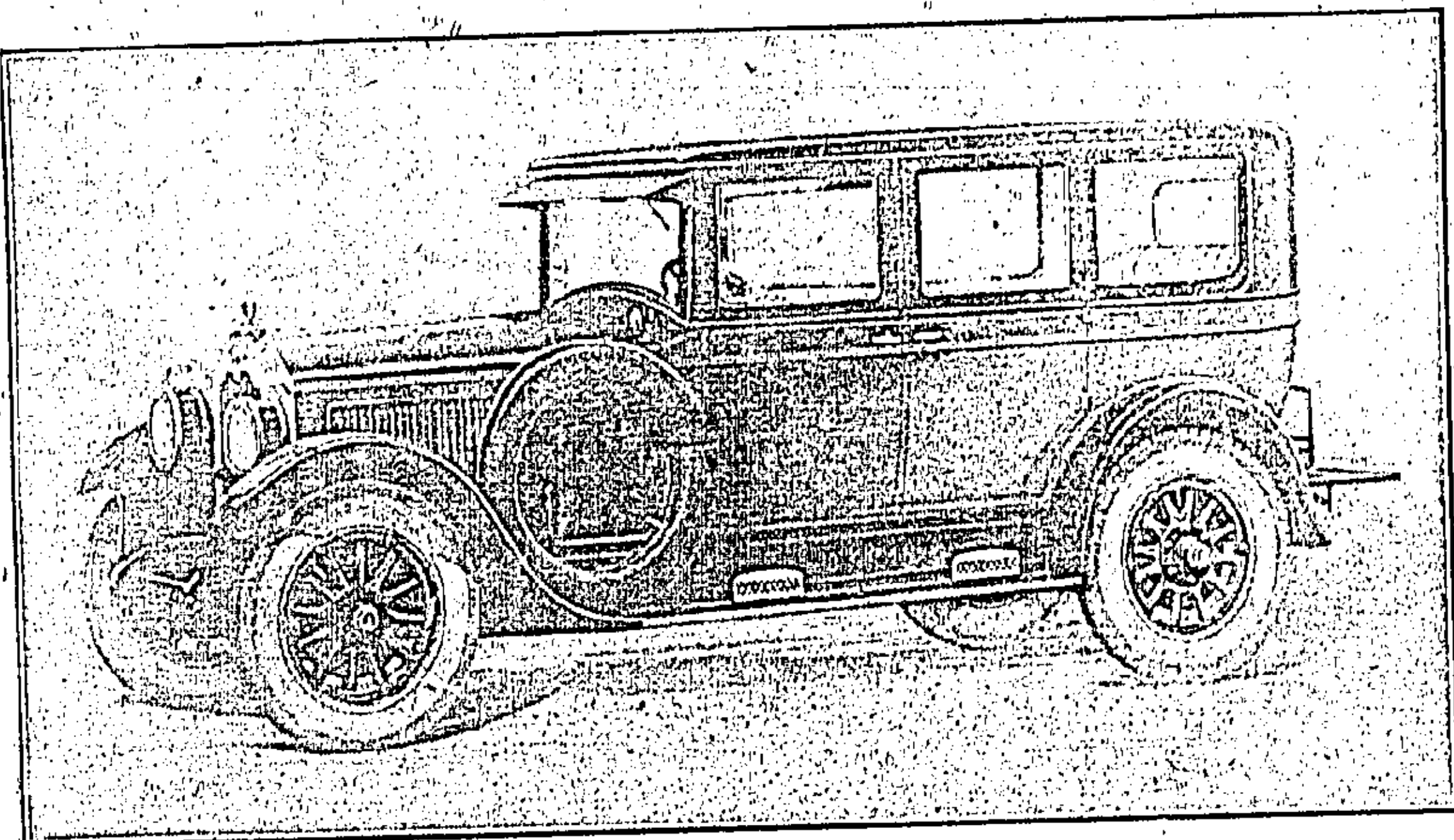
in the Italian Thousand Miles Race, and the race for
the Lake of Garda Trophy.

**1st, 2nd and 3rd
Places won by FIAT 509**

The "509" and other recent FIAT models can be
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MORE FAVORABLE BUSINESS CONDITIONS IN GENERAL INDICATED BY BUICK PRODUCTION.

A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent barometer of favorable business conditions throughout the greater part of the world.

"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.

Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Authorised Sales and Service Station ... Happy Valley

ESSEX SUPER SIX SPEEDABOUT (ROADSTER).

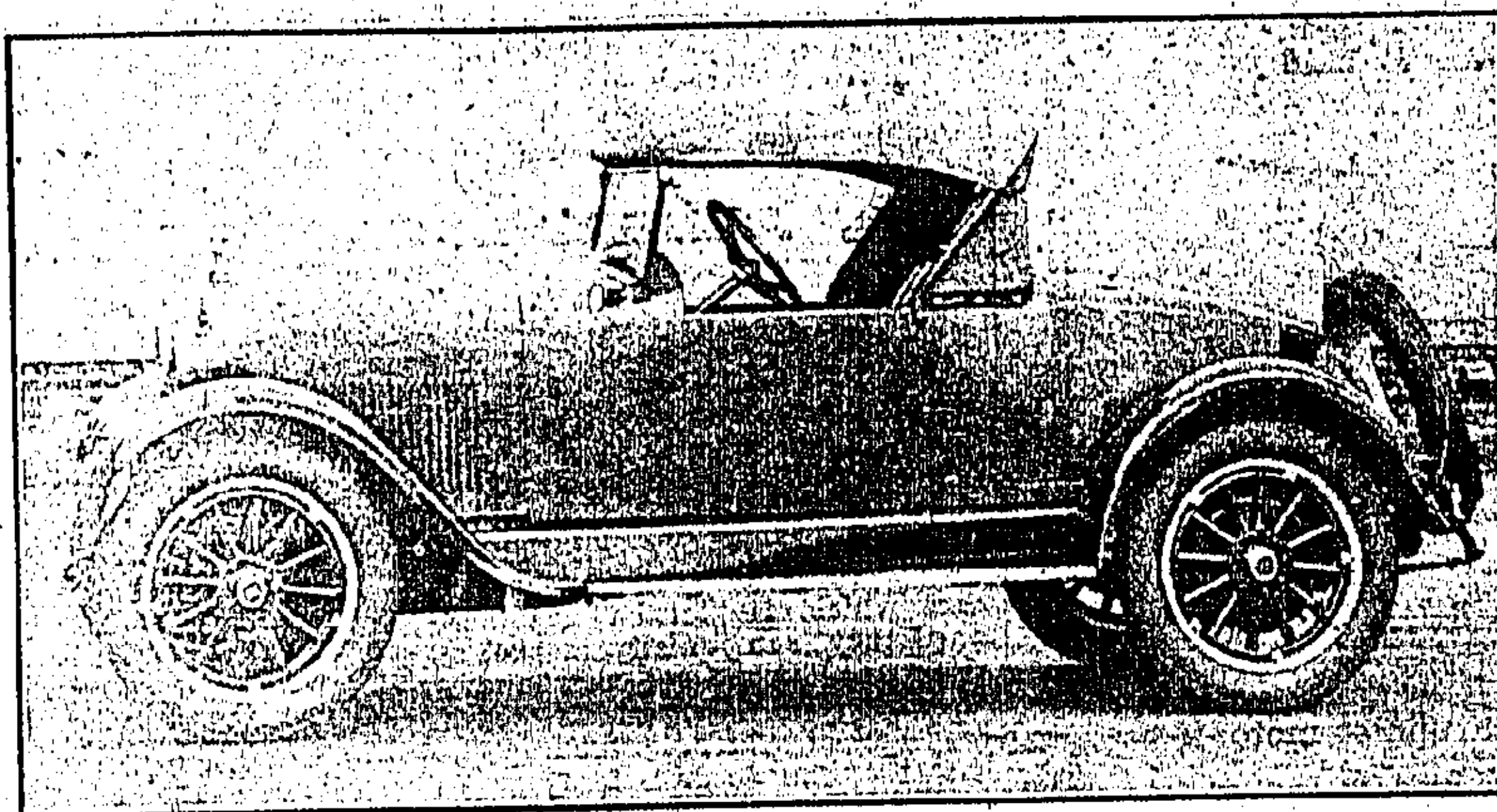


Photo Engraving "Hongkong Telegraph".
The above picture is of one of the latest Essex models which created such a favourable impression at the New York Show. This particular type is sure to find favour in Hongkong amongst motorists who like a smart and speedy two-seater.

THE PROGRESS OF THE AUTOMOBILE INDUSTRY.

By Lynn McNaughton Vice-President
Cadillac Motor Car Company.

Playing almost six billion dollars a year in wages to three and one-half million persons, yielding 700 million dollars in taxes and ranking third in value of its exports and first in the value of its product, the automobile industry has developed from production in a few scattered machine shops to a factor of first economic importance. Much of the present prosperity of United States can be traced to its time-saving value in business and its contribution to the social welfare of our people. Its condition is coming to be commonly accepted as the index to general business conditions. The spectacular and yet substantial growth of the industry during a brief 20 years has exerted a stimulating effect upon all business.

Registrations in 1895 indicated that a total of 300 persons throughout the United States purchased motor cars. Since that time each year has seen the number increase until, during 1925, it reached 4,336,754, with 4,500,000 indicated for the final returns of the year just passed.

According to figures of the Bureau of Foreign and Domestic Commerce, approximately seven and one-half per cent. of the total United exports consist of automobile products. Valued at \$355,434,000 they rank third, yielding place only to raw cotton and to refined mineral oils.

The increasing complexity of our modern social and business existence has been accompanied by the development of the automobile from an expensive luxury to the point where it has taken its proper place as a part of our transportation facilities. Formerly looked upon as a competitive factor by organizations using older methods of transportation, it is to-day welcomed and used as a supporting, supplementing and co-operative unit. More than 50 railroads in United States and Canada are now using motor trucks to supplement their shipping service; and nearly as many more are availing themselves of the motor bus.

IGNITION FAULTS. Generator and Battery.

[By Israel Klein.]

The car has to be cranked for starting. The lights burn out mysteriously. The ammeter doesn't seem to be working.

Something's gone askew, obviously, in the ignition system. But the battery registers full charge. The engine works smoothly once it's started. So there's nothing wrong with the distributor, nor the generator.

The fault must lie somewhere between the generator and battery. In fact, it does. A sure sign is the rapid extinction of good head-light or other bulbs.

This shows a closed circuit between the generator and the lights, but one that takes all the juice from this part of the system, instead of only part of it.

Ordinarily the generator supplies power to the battery, while the engine is running, keeping the source of the ignition system fully charged. But when the battery refuses to budge, and the lights seem to take all the generator's juice by, burning out so quickly, there is a sure sign of a broken circuit between the generator and battery.

As a social factor, the influence of the motor car is too evident to require extended comment. The wall erected around congested cities by lack of transportation has been destroyed. The population spreads out fan-shape. A great impetus has been given to healthful suburban living. The herding of great masses of humanity in over-crowded centres is no longer necessary. A population on wheels is as mobile as an army in the air.

While the growth of this industry has in a way been made possible by the manufacturing genius of this industrial age, it has at the same time directly contributed to improved manufacturing methods. Quality maintenance combined with large scale production has been an important result of such phases of manufacturing as standardization, interchangeability, and accuracy in foundry practice, all of which have seen their highest development within the automobile industry. The adoption of power-driven hand tools is a comparatively recent development. While the resulting economies have been less spectacular than those coming from the use of giant presses, multiple drills and other automatic machinery, these small power-driven bolt and nut tighteners are among the devices by which manufacturers have yearly improved quality without increasing cost. Such tools as these, new and efficient mechanical power conveyors, and a scientific routing of parts and materials through the plant are all important factors in increasing the output per man, and at the same time facilitating supervision for the maintenance of quality.

Cross-country touring is every year becoming more popular and the many new family uses for cars are indicated in the constantly growing number of families which possess two or more cars. The growth of the automobile business has directly contributed to the growth of the railroads; and future developments in other lines of industry will likewise increase the use of motor cars.

That needn't be a loose wire in this part of the system. It may be a broken terminal on the battery, or one so covered with corrosion that it can't work.

The battery terminal of the generator, also, may be so covered with oil or grease as to be rendered useless.

Those must be cleaned and retightened. In the case of the battery terminal, if corroded, a weak solution of baking-soda will dissolve the greenish substance.

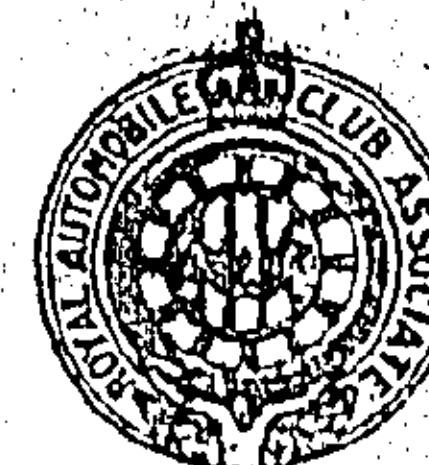
The terminal should be disconnected and both the wire and battery connections washed and scraped clean.

A cracked or broken battery terminal may be discovered by jerking it back and forth. It must be tight. If loose, the battery needs repair.

A cracked or broken terminal is caused by careless disconnection of the battery wires. Sometimes an irresponsible garage mechanic will disconnect the terminal by jerking and pulling, until it comes off, when he should use a simple instrument called a puller, designed for this purpose.

If the terminal is to be disconnected at home, it should be pried up slowly and carefully to avoid cracking.

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Reliable Drivers Supplied
Free Mechanical Advice
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P. O. Box 116.

ESSEX SUPER SIX MOTOR CARS.

17.32 H.P.—110-inch wheelbase—144.67 cubic
inches piston displacement.

Roadster	2-seater	G\$ 980
Touring	5-seater	G\$1,150
Coupe	2-seater	G\$1,150
Coach	5-seater	G\$1,150
Special Coupe	2-seater	G\$1,180
Sedan	5-seater	G\$1,250

DODGE BROTHERS MOTOR CARS.

24.03 H.P.—116-inch wheelbase—212.27 cubic
inches piston displacement.

Roadster	2-seater	G\$1,100
Special Roadster	2-seater	G\$1,150
Rumble Seat Sport Roadster	4-seater	G\$1,250
Touring	5-seater	G\$1,125
Special Touring	5-seater	G\$1,175
Sport Touring	5-seater	G\$1,210
Touring	7-seater	G\$1,320
Special Touring	7-seater	G\$1,370
Coupe	2-seater	G\$1,275
Special Coupe	2-seater	G\$1,325
Sedan	5-seater	G\$1,325
Special Sedan	5-seater	G\$1,375
De Luxe Sedan	5-seater	G\$1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic
inches piston displacement.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,740
Sedan	5-seater	G\$1,840
Rumble Seat Sport Roadster	4-seater	G\$1,850
Brougham (Custom Built)	5-seater	G\$2,035
Sedan (Custom Built)	5-seater	G\$2,215
Sedan (Custom Built)	7-seater	G\$2,330

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops
more than 80 H.P.—288.60 cubic
inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	G\$2,750
Rumble Seat Roadster	4-seater	G\$2,850
Sedan	5-seater	G\$2,850

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	G\$3,305
Coupe	4-seater	G\$3,300
Club Sedan	5-seater	G\$3,345
Sedan	7-seater	G\$3,420
Sedan Limousine	7-seater	G\$3,520

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops
more than 105 H.P.—384.80 cubic
inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.

Phaeton	5-seater	G\$4,290
Rumble seat Roadster	4-seater	G\$4,390
Sedan	5-seater	G\$5,410

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.

Touring	7-seater	G\$4,535
Coupe	4-seater	G\$5,475
Club Sedan	5-seater	G\$5,620
Sedan	7-seater	G\$5,755
Sedan Limousine	7-seater	G\$5,855

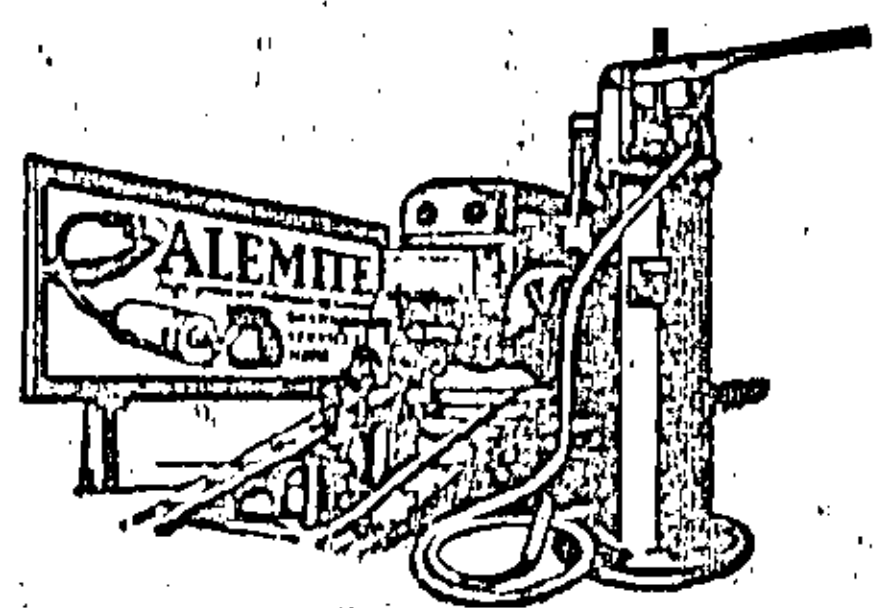
The above prices are for delivery in Hongkong or Kowloon.
All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

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"Every 500 Miles"

There's no joy in a sweet running motor if your car is full of chassis squeaks.

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No mess or fuss—it only takes a little while. Drive in today. Treat your car to expert lubrication.

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The Alemite Lubricating Station

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

GEAR NOISE

The following is written in an attempt to answer numerous inquiries from correspondents, who have complained of unusual humming and grinding noises made by their cars. Nearly all gears, except those on very expensive cars, which are "lapped" together until they run quietly, make a slight regular and not very annoying hum, but when gear noise is loud and of a grinding character, the first thing to do is to examine their lubrication, making sure that there is as much lubricant in the gear housing as instructions call for and that it is of the correct quality.

Lubricant Quality Required.

Lubricant, to insure quiet gear operation, must be stiff enough so as not to be squeezed out from between the teeth when the gears are operating under heavy loads and high tooth pressures, but it must be sufficiently thin to flow freely, even when cold, or it will not be splashed about and distributed over gear faces. By using a good gear oil or transmission compound, just liquid enough to flow, the utmost silencing effect is obtained. The above obviously does not apply to timing gears.

Other Causes of Noise.

In the case of properly lubricated gears, which still are noisy, the trouble is either that their teeth are meshed too deeply or too shallowly enough or that their tooth faces are not of correct form.

Badly Adjusted Mesh.

Mesh may be incorrect simply because of wrong positioning of the two gears involved and if suitable adjustments are provided, it can be made right. Final drive gears exemplify this. Looseness of gear shaft bearings permit gears to push out of proper mesh and to fluctuate as to their depth of engagement. This is the case in transmissions with worn bearings and if the bearings are adjustable tightness can be restored.

When Teeth are out of Shape.

Gears with badly worn or battered faces run noisily and must be replaced. In the case of timing gears, non-metallic gears can usually be substituted for steel ones, with quieter results.

Magneto Spark at Starter Speed.
Question.—The engine of my car, which has magneto

ignition, will not start on the starter, which turns it over at a fair speed, but I can start it by flooding the carburetor, advancing the spark and handcranking it. I have cleaned the magneto points. Can you explain this trouble?

Answer.—Evidently at the speed at which the starter turns the magneto, there is not enough voltage developed to produce sparks, but when you handcrank, you momentarily turn the engine enough faster than the starter does, to cause the magneto to fire a charge and speed the engine up so that it keeps on running. You better have the magneto tested as to strength of its magnets, point separation and other respects, but before doing so, be sure that the spark-plug points are not too widely separated. The gaps should not be much over 0.020 inch—somewhat less than that required with battery current—or no spark will pass at the low cranking speed attained by the starter. If your magneto is put into perfect condition and your spark-plugs properly adjusted, you should experience no further trouble.

Effect of Larger Tyres.

Question.—My car is equipped with 31x4 inch. tyres and my dealer informs me that he can replace them with 32x4 inch tyres and give me much improved riding qualities, but a friend tells me that this change would greatly reduce the engine's pulling power, so that hills that can at present be taken on high would have to be climbed on second speed. What is your opinion about this? How much climbing power would really be lost?

Answer.—This proposed change will reduce the hill climbing ability of your car, but only to the extent of less than four per cent. It is very doubtful whether you would notice this reduction very much, but there might be some hills which your car would barely climb on high, before the change, that it would just fail to climb with the larger tyres on, but this would not happen very often with the engine in good condition. There is no doubt that the larger tyres would give you some increase in comfort.

MANY AUTO MODELS.

There are more than 625 individual types of automobiles, both open and closed, on the United States market. They are the product of 49 manufacturers, and they range in price from less than \$500 apiece to \$8000. This does not include custom-built cars.

SAFETY AUTO HORNS.

An appeal for a definite system of warning signals for automobile horns and an exhaust horn as auxiliary safety equipment for all cars has been issued by the American Automotive Equipment Association. Officials believe that such horns will provide greater safety for the pedestrians and greater protection for the automobile driver.

BEACH SPEEDWAYS.

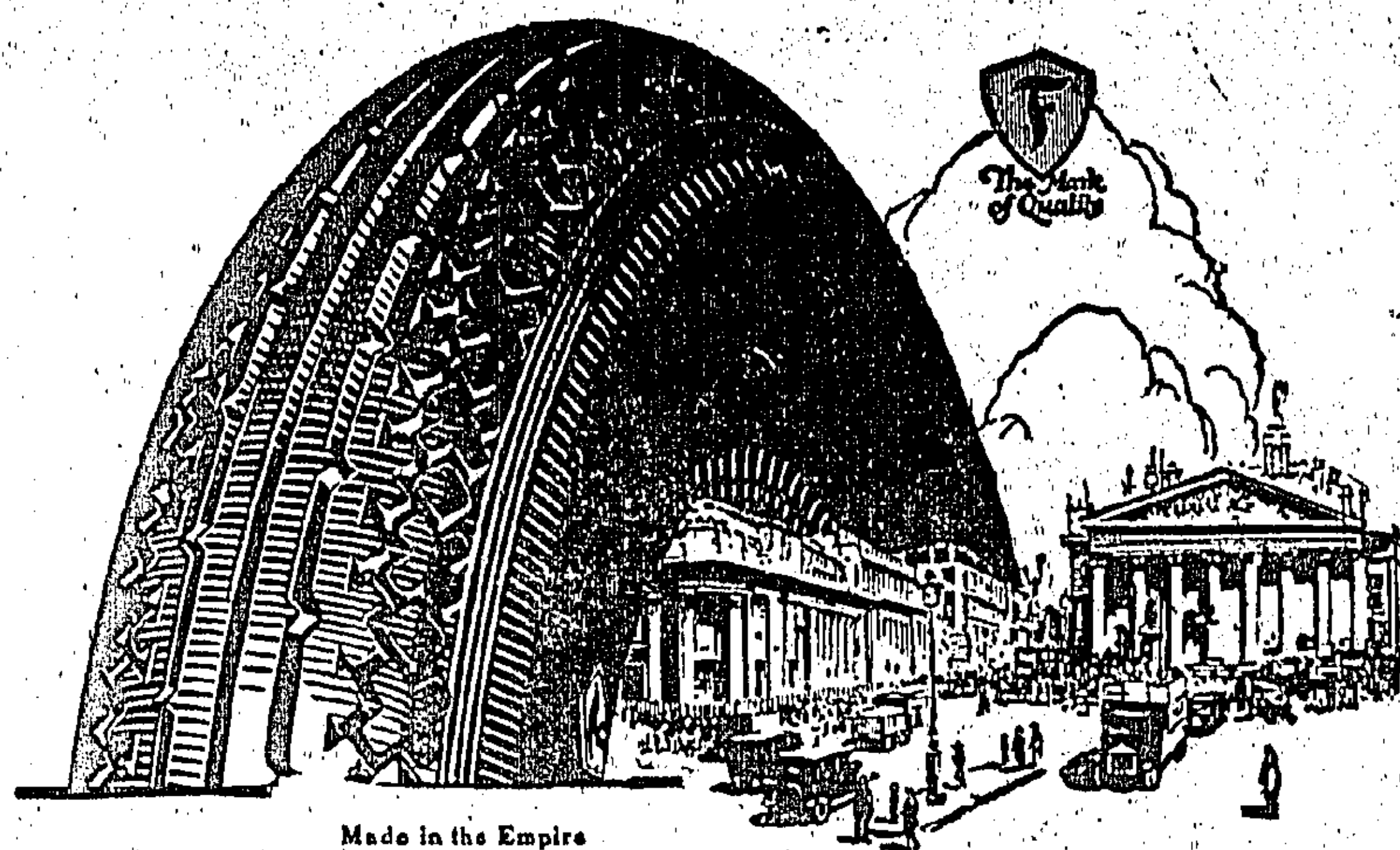
Florida's Motor Tracks.

St. Augustine, Fla., April 14th.—The three fastest beach speedways in the world have been joined by the new million-dollar bridge spanning Matanzas bay between here and Anastasia Island. The new connected route extends from Atlantic beach opposite Jacksonville to Inlet terrace, 18 miles south of Daytona beach, a distance of almost 125 miles.

Cars now may race at top speed nearly all the way on beach sands smooth and hard as a billiard table and averaging 600 feet wide at low tide.

The 40 miles from Atlantic beach opposite Jacksonville to Vilano beach, opposite St. Augustine, can be made in as many minutes. The mainland is reached by the Vilano bridge and then the Matanzas bridge offers entrance to Anastasia Island, one of the speediest stretches in the world.

The beach highway is wide enough to admit 43 cars abreast and is a straight line for 18 miles to Matanzas inlet. A bridge joins the route to Flagler beach and Ormond-Daytona beach, where high speed records have been made.



Made in the Empire

Recognized Value

Among those things which determine standards of value, Firestone Full-Size, Gum-Dipped Balloons are supreme in their field.

Built to a high ideal, of finest materials and workmanship and good clear through, these Tyres have established confidence in the

Firestone name—all over the world.

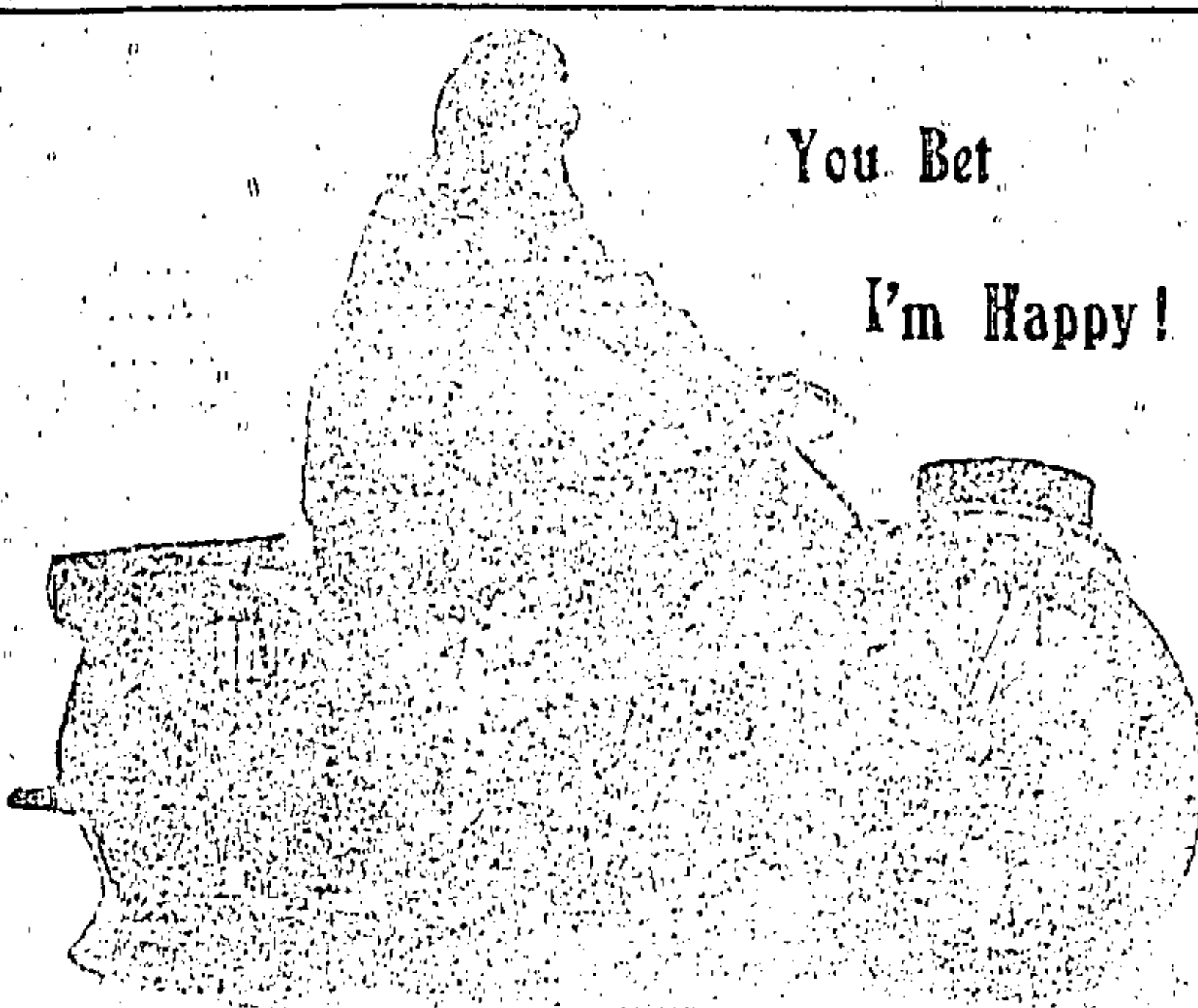
Mileage tests show that they make any car deliver better service on any road. The Firestone process of Gum-Dipping builds a Tyre so flexible and strong that it has set a new standard of safety, comfort and economy.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

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Firestone

FULL-SIZE GUM-DIPPED BALLOONS



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I'm Happy!

Having just made my choice from the Alex. Ross Selection of.

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THEY have the best lines in Hongkong.
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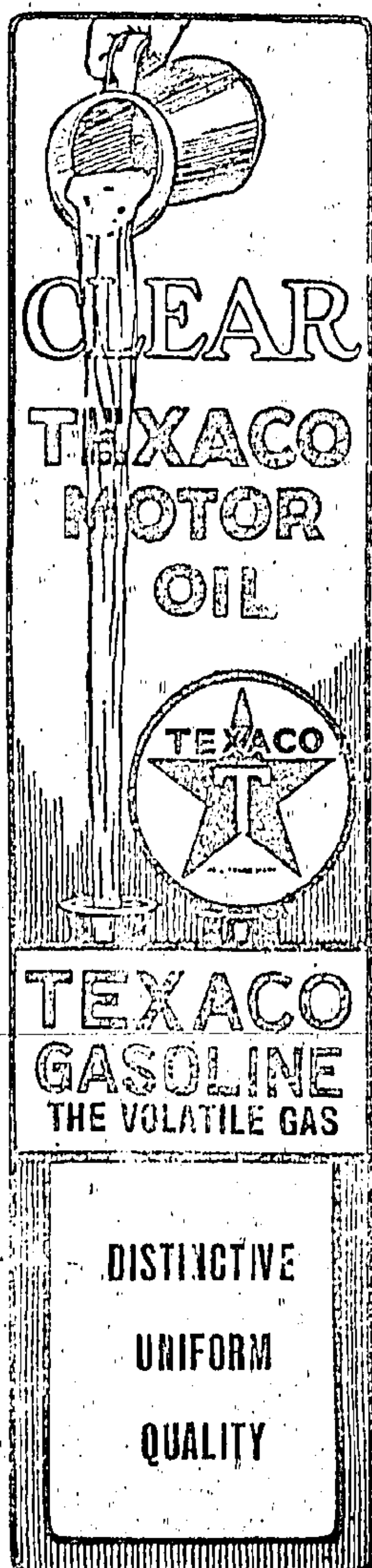
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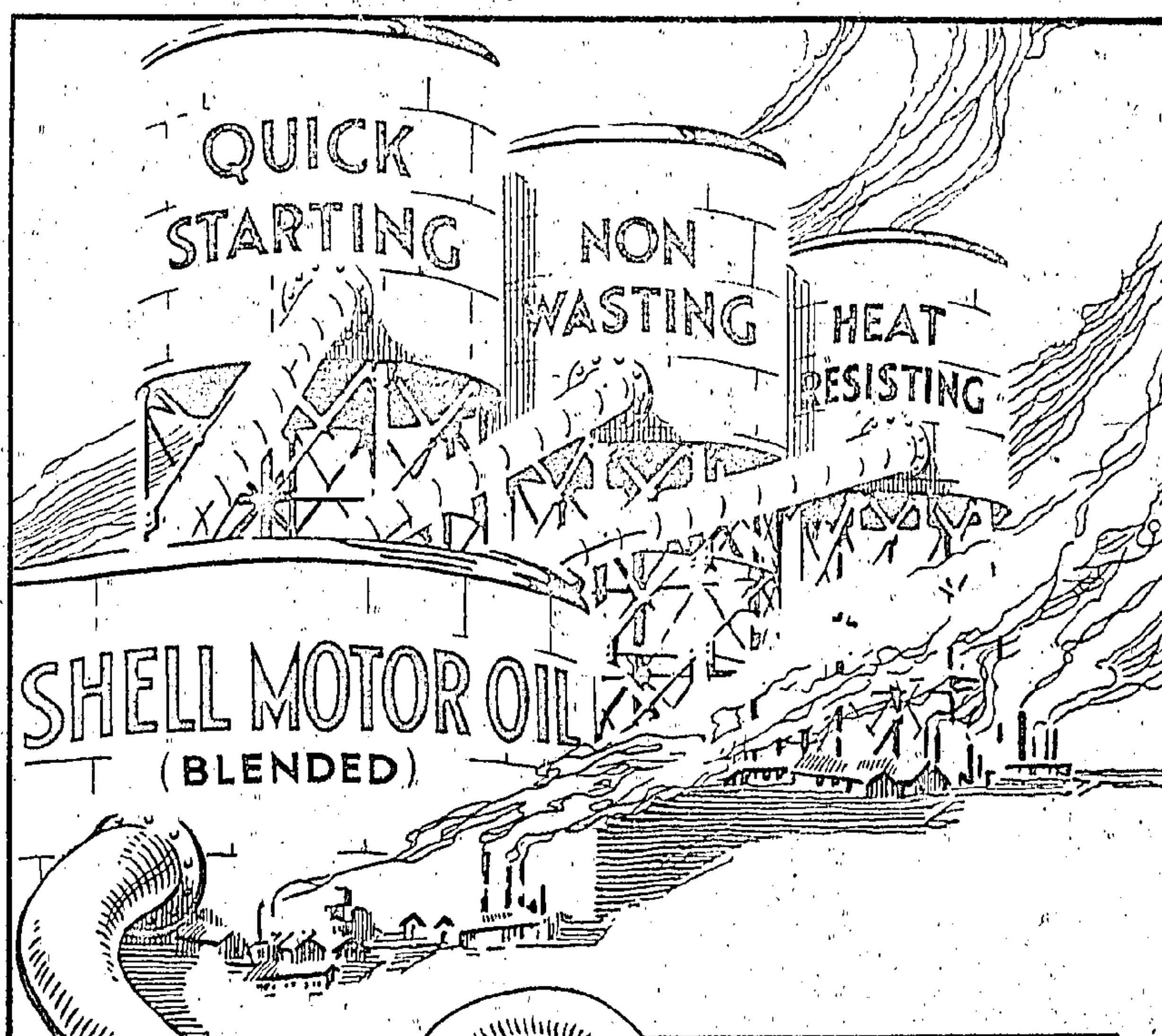
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SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

LIGHTER CARS.

Progress in Designing.
It is pointed out by "The Auto-car" that any tales we may hear of

stagnation in motor car design must be accepted with a grain of salt. It is known that advanced British engineers are moving forward along the line of the all-aluminium chassis, and it is reasonable to suppose that with the

increased knowledge and experience of metallurgists we are perhaps slowly, but none the less surely, progressing towards far lighter cars than have hitherto been envisaged.

MARINE ENGINES.

Mileage—the Test of Good Work.

The acid test of good workmanship and materials is in the actual performance of the engine and its ability to stand up to continuous hard work without frequent overhaul. In this connexion we have the fine record of a British engine—an Allsra Craig Kid 10-14 h.p. four-cylinder unit, one of the famous series of engines made by the Allsra Craig Motor Company, Ltd., of Chislewick, London. It is fitted in a 23-ft. cutter out in the Solomon Islands. After running some twelve thousand miles the owner took the engine out for overhaul, when he found everything in A1 condition; the only matter requiring attention was the pump eccentric strap. It is in out of the way corners of the world that a sturdy, reliable engine is most essential, for besides being called upon to work continuously there are often no facilities for repairs and over-

FORTHCOMING EVENT.

Olympia Motor Transport Show.

The Olympia motor transport show to be held in London next November, says "Motor Transport," promises to eclipse in importance and interest previous exhibitions of a like nature. In addition to the Show itself, at which German vehicles may be exhibited for the first time since the war, there is the World Motor Transport Congress which will take place in London just previously to the opening of the Show. This will be the first occasion on which the Congress has been held outside the United States.

haulers are necessarily few and far between. This capacity for continuous hard work is a prominent British quality and is the reason why engines like the Allsra Craig are so popular in such far-off places.

THE CONQUEST OF THE AIR.

Steam Aero Engines—A New Book—Cooling System—All Metal Planes.

(Special Report to the Hongkong Telegraph.)

British Air Estimates. Two outstanding but quite disconnected events have been keeping wits busy and aviators' tongues wagging recently. The first was the presentation of the Air Estimates by Sir Samuel Hoare, and the second was the publication of a very questionable book. The first shows a moderation that has given almost as much offence as the lack of restraint of the latter but the first was marked by a clearness of reasoning and breadth of vision which the writer of the book made no attempt to emulate.

The dominant note of the estimate is cautious progress—rather too much caution and certainly too little progress in the view of the aviation world, but still considerably better than might have been expected. The Minister claimed a 3 per cent. reduction in expenditure with a 10 per cent. increase in strength of the Air Force, but far more significant was the announcement that new types of machines are now being supplied to the Force and that reliance on old-fashioned machines will soon be a thing of the past. War stocks have now been sufficiently depleted to allow of their being scrapped.

In the future the Imperial aspect of aviation, both military and civil, is going to receive more attention and the foundations of a truly Imperial policy have been well laid. The recent flights in Africa and to India are some evidence of what is being done, but the hopeful aspect of the evidence was somewhat damped in the Air Minister's speech by a harping on the subject of economy. There is a point at which economy becomes extravagance and to some observers that point appears not very far removed from the Government policy in respect of aviation.

Also the insistence displayed on the possibilities of air-ships is in many quarters regarded as a mistake. The heavier than air machine is on the whole better esteemed than the lighter than air type, for present work, at any rate, though the Minister's forecast of an airship capable of carrying two hundred armed men and a complete squadron of aeroplanes was certainly intriguing. Two such airships are now under construction.

New Developments.

As regards progress, the Minister could report several developments of real technical interest and hinted at the employment of heavy oil engines, though no mention was made of the steam aero engines which some engineers seem to regard as the aero engine of the future. Steam aero engines have been the subjects of experiments for some time, those in England being largely of a secret nature, but a steam propelled French aeroplane is indicated as likely to take the air in the very near future. It will indeed be ironical if the very thing that delayed the coming of aircraft, the fact that only steam engines were available as power units until the coming of the internal combustion engine, should after all become a potent factor in aircraft development.

With regard to less startling developments, there were very impressive improvements to be recorded in both aeroplanes and engines built on conventional but revolutionary lines. Thus whereas at the end of the war the carrying capacity of a passenger aeroplane was six passengers at a speed of 90 m.p.h., to-day twenty passengers can be carried at 110 m.p.h. and whereas the typical engine of 1924 required overhauling after 75 hours running, to-day 250 hours is regularly possible and often exceeded.

In a later speech, on aviation Sir Samuel Hoare expressed the view that it was for long journeys rather than short that the aeroplane stood to score over ordinary means of travel. This may turn out to be true and to be practically and widely appreciated in the future, but to-day the fact seems to be that it is for comparatively short distance journeys that the aeroplane is most used in preference to land and water transport. One reason for this is of course, that long distance aerial services are not yet fully developed while all the European capitals and big towns are in regular air communication with each other. The three hours saving on the London-Paris route by air as compared with rail and boat is, for instance, widely appreciated and it is a fact that many of the long distance flights recently accomplished have taken almost as much time as old-established transport for the same routes. On the other hand it must be remembered that many of these long-distance flights have not been direct time-saving efforts. In most cases the aeroplanes have been engaged on important work, such as surveying, which naturally has made all the difference. If the liner which left Cape Town about the same time as the Cape to England flight and arrived at much the same time had had to stop for frequent ocean soundings and harbour surveys its competitive effort would not have looked quite so favourable.

Nothing, By Nobody.

The book newly published about aviation is signed by "Neon" and its author's nom de plume may have been rather well chosen. He certainly commands a lot of rather useless gas though unfortunately he is not exactly inane. The book is an attempt to prove the futility of aircraft and aviation development and unfortunately it is dangerous because it contains many half truths, which to the uninstructed may convey the force of whole truths and be read as such. Like a none too scrupulous but skilful debater the author presents one side, the dark side, of aviation with every appearance of honest conviction and readers who have no counter information at their disposal will naturally agree with many of his conclusions.

As an example of the kind of arguments that "Neon" uses may be cited an instance mentioned in a critical letter written by Mr. H. T. Vane, the Managing Director of Messrs. D. Napier and Sons, Ltd., to the editor of "Flight." "Neon," quoting from an American source, states that the Napier Co. required 1,700 men to produce 15 aero engines a month but he does not say that in addition to producing 15 aero engines, those 1,700 men were also producing many motor cars, nor that, after the Napier Co. discontinued the manufacture of motor cars, 1,600 men could there produce sixty-five aero engines in one month. This is Mr. Vane's answer to one of "Neon's" points and answers equally conclusive could be given to many of the arguments and "Facts" in the book.

Whoever "Neon" may be and whatever the authority he may command there is no question of the authoritativeness of many of the answers that have already been published to his wild accusations. Mr. Vane for instance, has little to learn from "Neon" or anyone else about aero engines, as witness the success of his firm—Messrs. D. Napier and Sons, Ltd.—both technically and commercially in the aero engine world. Napier engines are among the most popular in the world to-day.

Air or Water Cooling?

Whether the ultimate aero engine will be air or water cooled is a problem almost as old as the aero engine itself. But to-day the preponderance of opinion seems rather to incline to the view that the engine for long trouble-free life will be water cooled—i.e. the engine for general commercial use—while its air cooled rival will hold the field for brilliance of performance. It is not difficult, in fact it is very easy, to find numerous examples that contradict this belief, as well as many that lend it support.

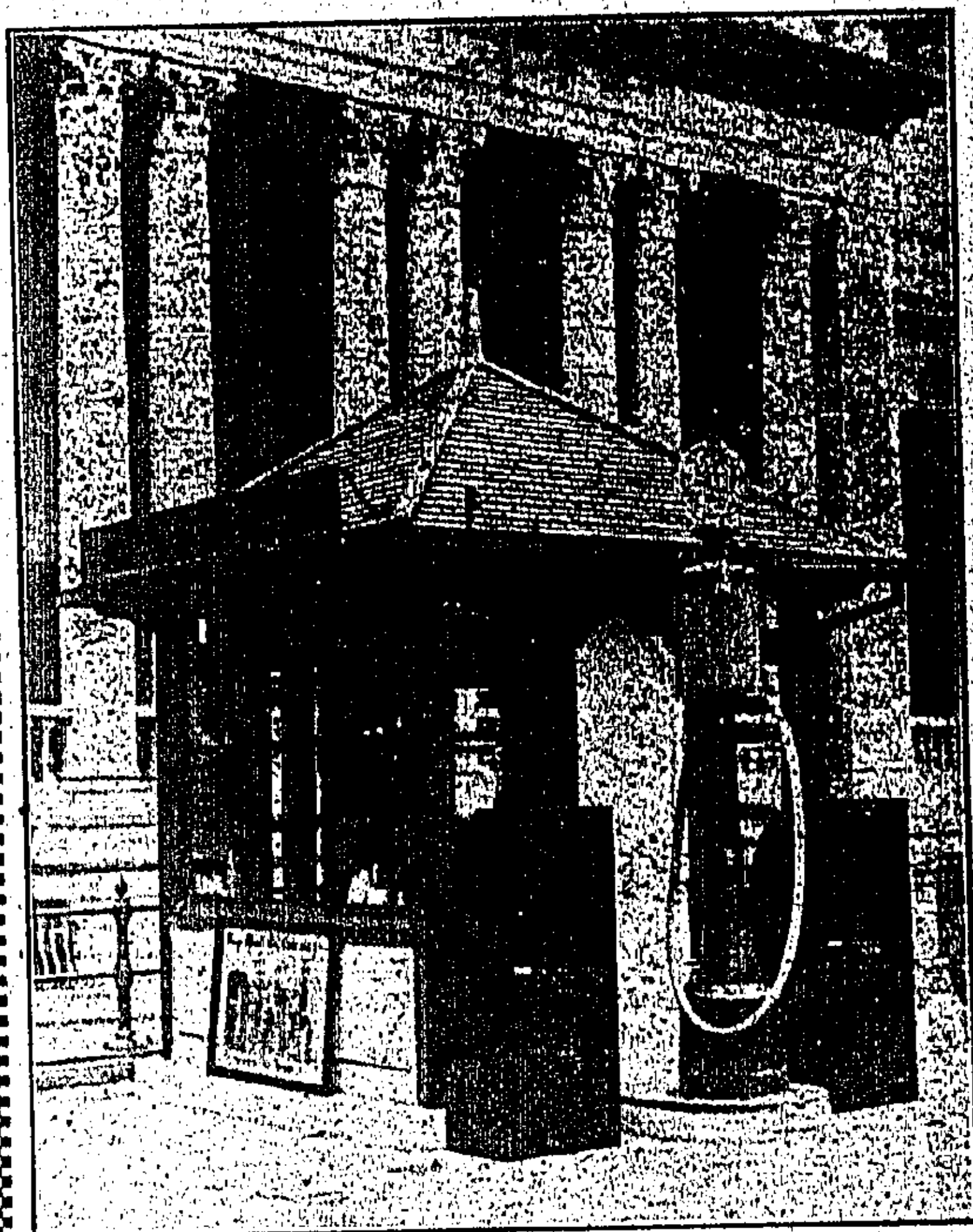
No one needs to be reminded of the wonderful durability and reliability record of the Siddeley Jaguar engine fitted to Sir Alan Cobham's machine. The record of that engine is one that would do credit to any internal-combustion power unit, whatever the sphere of its use. As an aero durability record it is probably unsurpassed. Recently a Rolls-Royce flying boat carried a load of fifty-five passengers at a speed of 125 m.p.h., the engines being two Condors which develop 660 h.p. each. And although improvements in details of design will increase the power output of any engine, it is at least doubtful if any ordinary air-cooled engine would stand the boosting that the Rolls-Royce Eagle underwent during the war. Originally endowed with a power output of 200 h.p., this engine had by the end of the war or just after—representing a period of four years development—attained to an output of no less than 375 h.p. All Rolls-Royce engines are of course water-cooled. Finally, of the fifty-one existing air records no less than forty-eight are held by water-cooled engines.

A direct comparison between air and water-cooled engines from the aspect of speed performance will be made possible by this year's Schneider cup race. Of the British entries two have Napier water-cooled engines and the third has the air-cooled Bristol Jupiter.

Upside-Down Mounting.

There is much to be said for the "Upside-down" arrangement and mounting of the new Beardmore aero engine. In this six cylinder unit the crank-case is at the top and the cylinders below with the valves, of course, at the bottom. Whether those valves should be called overhead or not, as they certainly are according to ordinary standards in reference to the engine itself, may be dismissed as a matter for the controversialists. Provided the obvious lubrication problems have been solved satisfactorily and that undue starting difficulties are not encountered, this upside-down mounting, with its naturally better fitting into the fuselage of the aeroplane and the better vision assured for the pilot, is a method of mounting that will surely come in for much imitation in the near future.

MOTOR SHELL MOTOR SPIRIT OILS

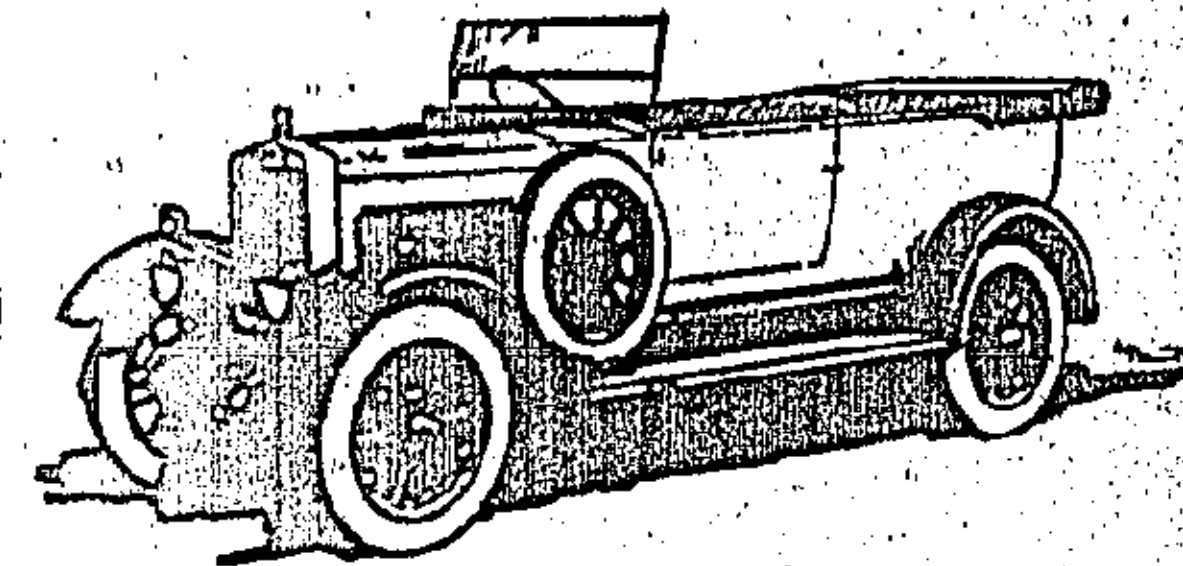


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These 4 Values

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are converting the World to MORRIS motoring

The "TRANSPORT" Value

- thirty miles per gallon
- fifty miles per hour
- reliability that is proverbial
- ten years' service.

The "COMFORT" Value

- really efficient suspension
- the famous silent MORRIS engine
- complete equipment
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The "SOCIAL" Value

- roomy English body
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- delightful colours.

The "RE-SALE" Value is unapproachable

- because the car is almost monotonously reliable, and is backed by well-organised service.

KEEP ABREAST OF THIS BIG MOTORING "CHANGE-OVER" ORDER YOUR MORRIS NOW

MORRIS

(The Wheel of the World)

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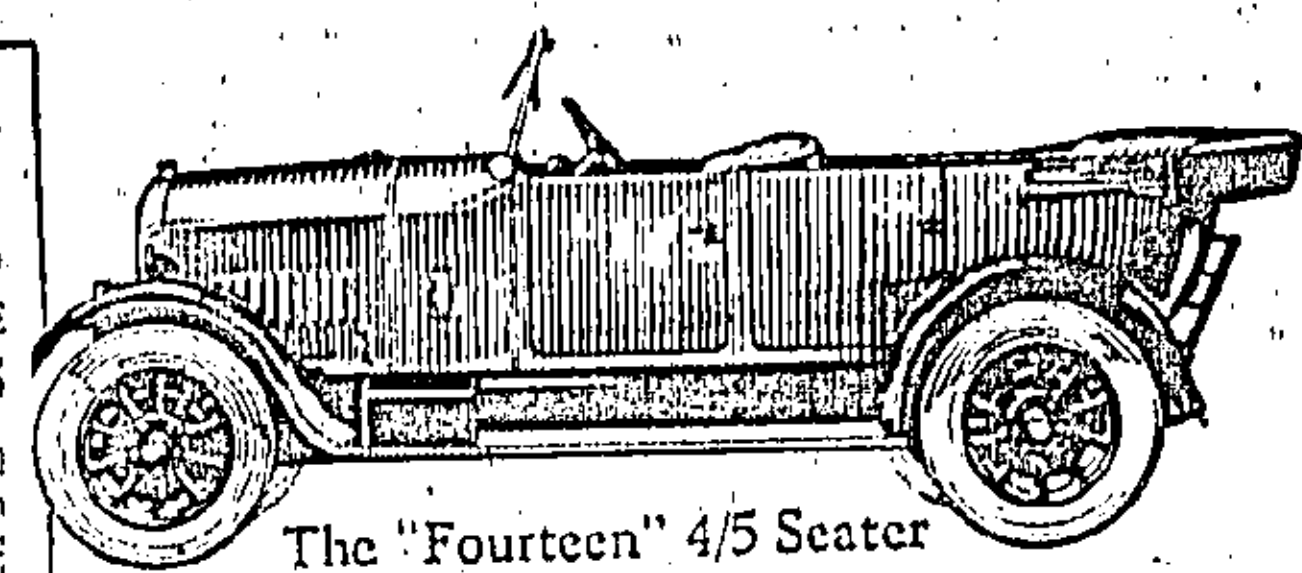
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Bean CARS HAVE THESE FEATURES

Perot servo four-wheel brakes. Dunlop balloon cord tyres with spare wheel and tyre. 4-speed gear box with right hand gate control, gear can chassis lubrication, detachable cylinder head, genuine first-quality leather upholstery, licence holder, diving mirror, speedometer, petrol gauge, electric and bulb horns, automatic windscreen wiper, shock absorbers, luggage rack, spring gasters, floor mats and complete set of tools in box.

BOOK YOUR TRIAL RUN NOW.

Tel. C. 4567.



The "Fourteen" 4/5 Seater

The Comprehensiveness of

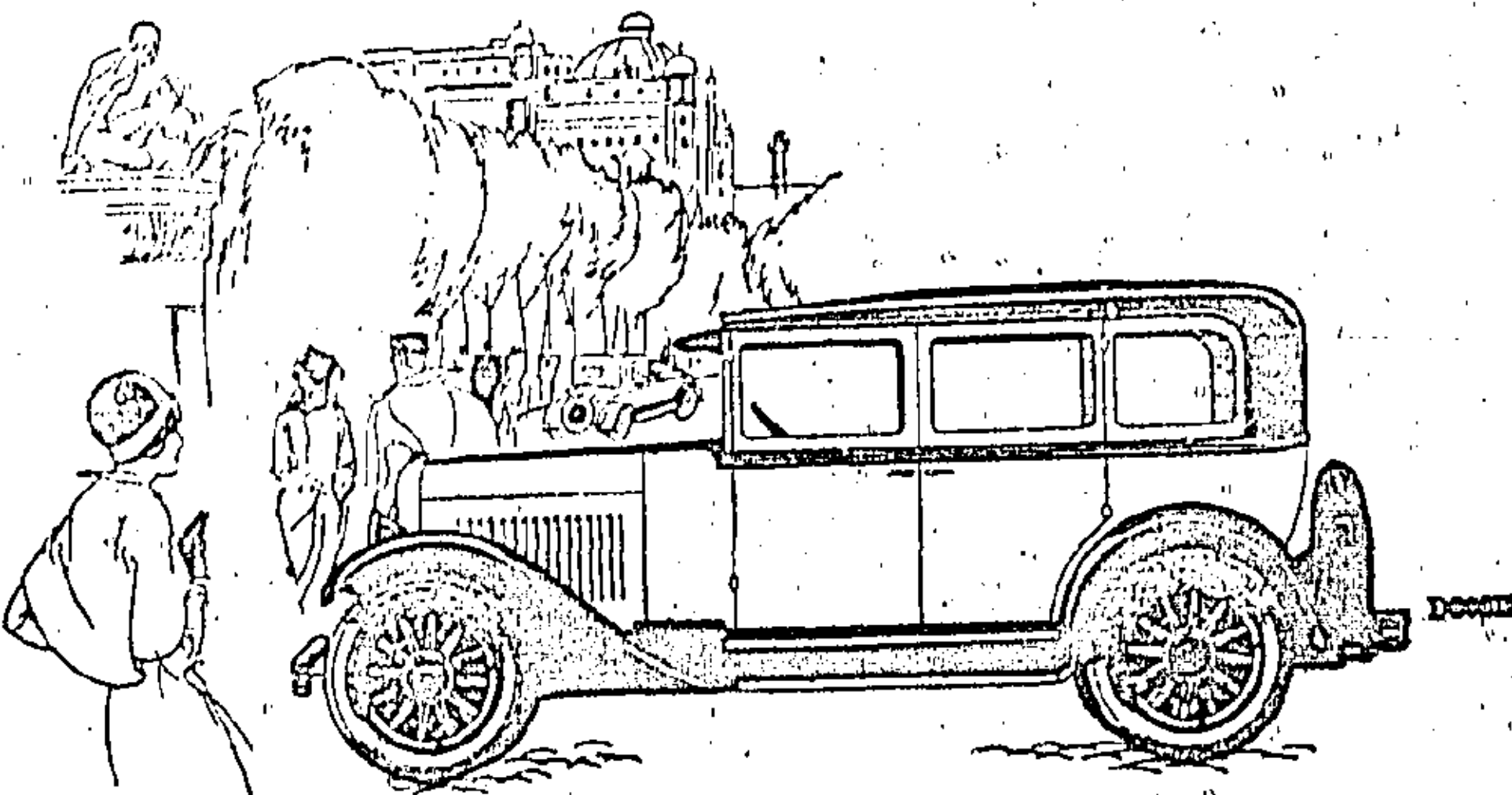
Bean CARS

Bean Car models for 1927 offer you a comprehensive range of types and styles. There are the Bean "Twelve," the "Fourteen," the Long "Fourteen," and the 18-50 h.p. 6-cylinder. For coachwork you have the choice of 2/3 Seaters, 4/5 Seaters, Saloons, De-Luxe Saloons, and Landauettes. And every type and every model represents the highest possible value.

WE ARE BEAN AGENTS

LANE, CRAWFORD, LTD.
EXCHANGE BUILDING.

Measure Automobile Performance by these new standards



OLD standards of automobile performance have been discarded with the advent of the Erskine Six. For this little aristocrat is as new in the qualities of performance as it is in outward appearance. See it as it slips through the traffic. Ride in it and see how smoothly it maintains 60-miles per hour. Four-wheel brakes assure smooth, positive deceleration. A spring base equal to 82% of the wheel-base cradles the car. The quiet, L-head engine of the Erskine Six accelerates from 5 to 25 miles speed in 8½ seconds.

Hills do not daunt this sturdy performer—it takes an 11% grade in high gear, fully loaded. In addition to thrilling performance, the Erskine Six makes an appeal to the pocketbook. For it is low in the first cost and unusually economical to operate—tests show 30-35 miles per Imperial gallon of petrol; 1000 miles per gallon of oil. Bury yourself in your own tests of the Erskine Six to fully appreciate its capabilities. The more you know of motor cars, the better you will like the Erskine Six.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Phone Service | Phone Accessories | C. 4759 and Parts | C. 4602

ERSKINE SIX

Studebaker's New 2½ Litre Car

AN 80 H.P. FIAT TOURING CAR.

Arrival in Hongkong of the "519."

[By "SCOUT" for The Hongkong Telegraph.]

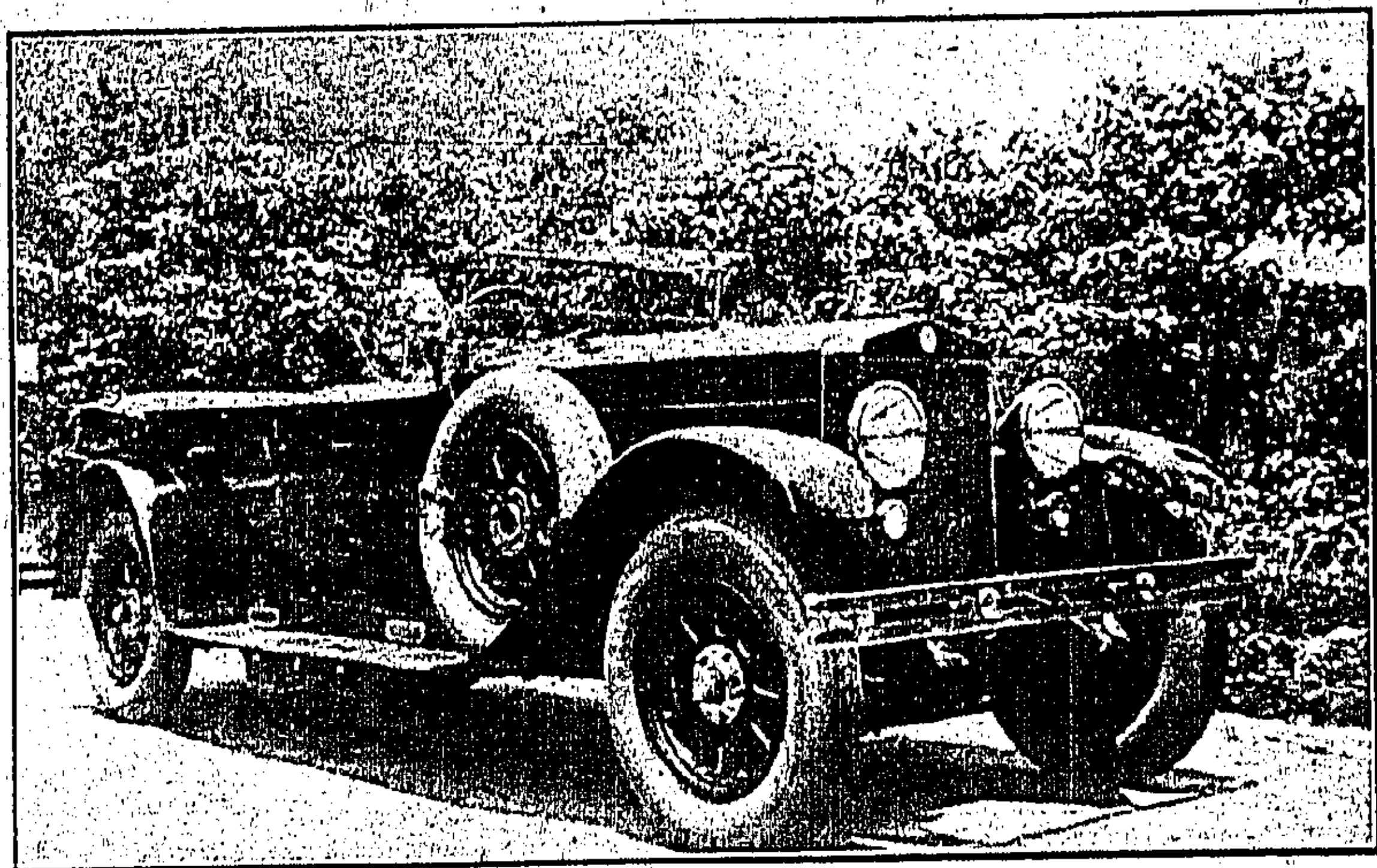


Photo and Engraving "Hongkong Telegraph."

During the week, an unusually large red touring car has excited considerable attention as it passed through the streets of Hongkong, and many have been the conjectures concerning the factory of origin. There is no mystery about it, however, it being a standard model produced by the famous Fiat Factory, and known as the "519."

True, it is the first of its type to arrive here, although on the Continent, the impressive build of this super-car is quite familiar amongst that particular class of motorists who demand both luxury, racing lines, and speed. I was glad therefore, when I received an invitation to go for a spin in this monster, (glide would have been a more appropriate word) because it is not every day that one has an opportunity of experiencing the thrill which such luxurious transport arouses.

The "519" engine is of 65 h.p. at normal speed, exerting 75-80 h.p. at maximum power, the maximum speed being 70-75 m.p.h. And the sensation of sitting behind such an engine is most fascinating, conveying, as it does, the impression of unlimited power patiently awaiting the moment when an opportunity will arise for its release. The weight of the car is 3,115 cwt., the wheelbase being 11ft. 9 1/2 ins. while the track is 4ft. 9 1/2 ins. Motion at any speed is a delightful glide, with a total absence of "roll" when taking corners.

A technical description of the characteristics of the "519" would occupy more space than I have at my disposal, and so I will leave that side of the question for those who desire further information or demonstration from the local agents, the Societe Italiana, Imp. Esp. Estremo Oriente, Ltd., for whom Messrs. Goeke and Co. are the managers.

Riding in such a car is indeed pleasurable, the upholstery and body work being thoroughly in keeping with such an aristocrat of the road. The leather-work is in imitation crocodile, the panelling being of beautifully finished inlaid woods. Two folding seats disappear in such a manner that they form part of the decorative scheme when not in use. Such problems as "leg room" do not occur, there being more than ample accommodation even when the car is carrying full complement of passengers.

Such a car is necessarily of high price, but even so, several local residents have already applied to the agents for particulars, and it seems most probable that the first "Fiat 519" to reach Hongkong will shortly become the envied possession of one of our local motorists. At present, the car is on show at the new Fiat showroom at the old Fire Station building in Des Voeux Road.

DANGEROUS DRIVING.

Proposed Legislation.

[By L. S. Gladman in the Evening Dispatch.]

The proposed new legislation with regard to motoring calls for the abolition of the 20 miles an hour speed limit and the tightening up of the regulations with regard to dangerous driving. We are promised that safeguards will be introduced to ensure that prosecutions for dangerous driving will be based on the fact that there was actual danger to persons at the time, and not on danger that might be present through speed if the conditions were different.

To-day, according to the strict legal interpretation of the regulations, it is possible to drive to the common danger on an isolated road, so the new idea is certainly an improvement.

But, nevertheless, there are difficulties. Years of speed as the criterion by which driving dangerous or safe was judged have educated the public and the police into a state of mind by which speed is practically the only thing by which judgment on driving is formed. The anti-motorist pedestrian, knowing nothing of driving, and the many and varied problems which present themselves hourly to the motorist, inevitably against the fast car at all times and in all places, whether driven by an experienced man or a novice, and does not and cannot know that the absence of a signal to a following vehicle can constitute dangerous driving at a modest speed. The police have for years dealt with the law as they found it, and have been out to catch speeding cars, putting their traps where the temptation to open up was greatest and the danger the least.

Effect of Habit.

While no doubt the latter will act as fairly as they can, I cannot see that these years of education to a definite interpretation of the law and a definite belief in speed as a crime in itself will be easily forgotten. No doubt prosecutions will be fairly based on the circumstances, but a policeman can see so little of the general conduct of a motorist that he will only be able to build up evidence of dangerous driving on the speed of a car at the time.

We motorists know that there are many ways of driving dangerously, and many ways of behaving discourteously that approach driving dangerously, which cannot possibly be observed save from a car. We know, for instance, that the driver who takes a right-hand turn in a road too much to the left, or sweeps wide round a left-hand turn, is a dangerous person, though he may not be moving at more than 10 miles an hour. Supposing a crash occurred through this kind of driver meeting at the turn a car coming round at double his speed—that is 20 miles an hour—would a police constable pick out the right man as the "dangerous driver?"

Much the same thing applies in the case of a driver who comes out of a side road at too high a speed and with too sweeping a curve. Supposing he meets a car also travelling at high speed—on what appears to be a deserted road—and a crash occurs. Who is going to be picked out as the dangerous one? It might be argued that both were dangerous, and that therefore it was a case of Greek meeting Greek. But the man on the main road can see far ahead, whereas he coming out of the turn cannot, and should therefore be the cautious one, and from a motorist's point of view is blame-worthy.

Cases like this can bear infinite complication, and it would appear that there will arise a necessity for the police to be advised by unbiased independent experts who are thoroughly acquainted with the problems of the road and of the handling of a car. Otherwise, we are certain to see speed made the great criterion.

However, I realise of course that no law can be perfect, and that all a law can do is to be as just to the many as possible, disregarding, on the maxim that "hard cases make bad law," the possible injustice to the few. We must, after all be thankful that a proposed change in our archaic road laws is being dealt with at all, and hope that the little more rope given by the new laws will not encourage the discourteous to become dangerous; for the line of demarcation between these two things is by no means always distinct.

HOW TYRES WEAR.

At a speed of 15 miles an hour the tyre wear on a macadam road has been found to be four-tenths of a pound of the tyre for every 1000 miles. At 35 miles speed, the wear is 55 hundredths pound for the same distance.

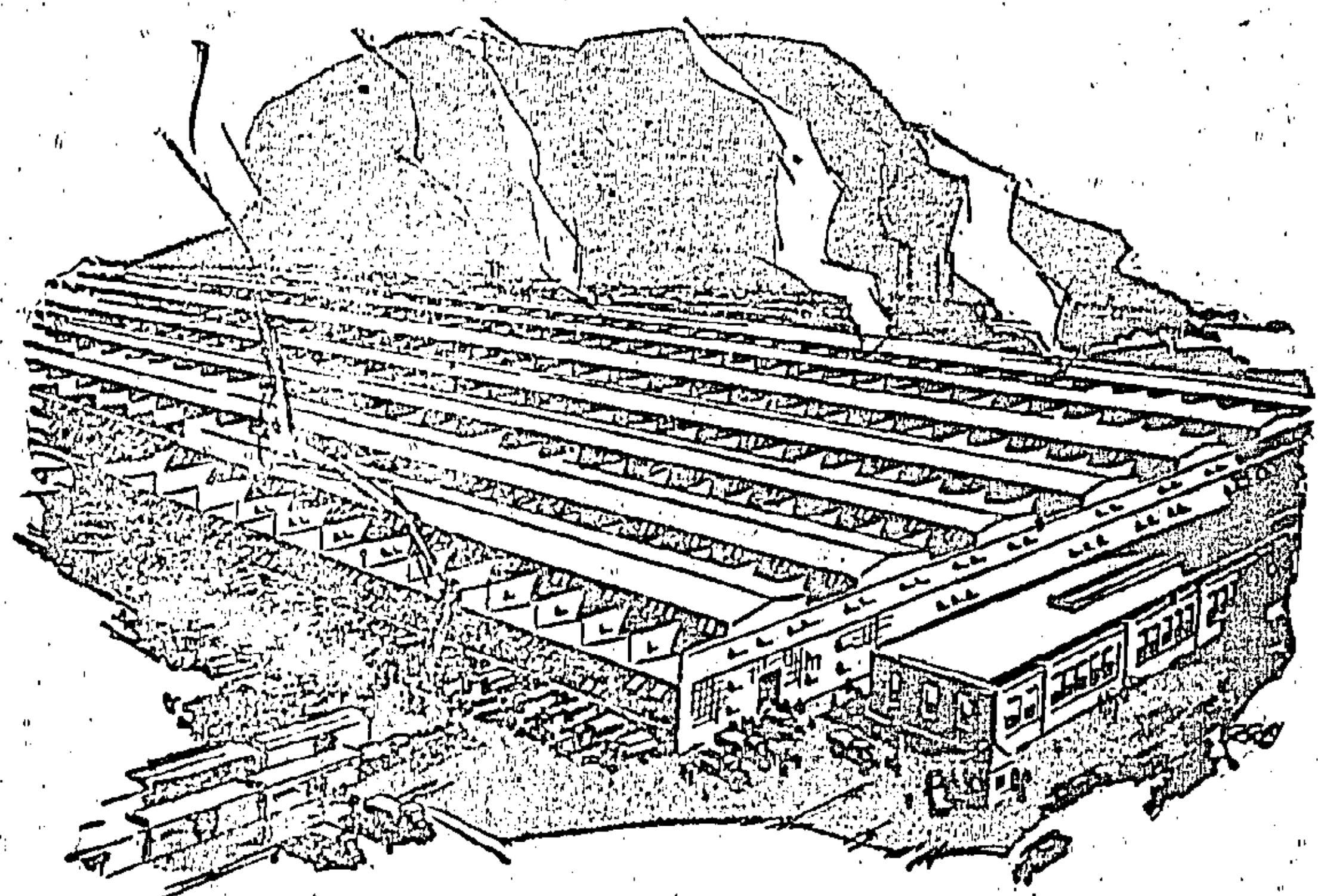
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MIXED GRILL

By Kenelm Collins Illustrated by Arthur Moreland

Mr. Ashley Sterne, who has contributed this feature for so long, has been obliged, by his medical advisers, to discontinue regular literary work until his health improves. Mr. Sterne has, for some years, been one of the most prolific humorous writers of the day, maintaining, at the same time, a high standard of excellence. His thousands of readers will, undoubtedly, appreciate the mental strain necessitated in contributing to periodicals and newspapers week after week imaginative work written, not merely to interest—a simple matter—but to amuse a sophisticated and critical public. Mr. Sterne hopes, when his health improves, to resume his weekly contribution to this journal in collaboration with Mr. Arthur Moreland. In the interval, Mr. Kenelm Collins will write a weekly humorous causerie, which Mr. Arthur Moreland will continue to illustrate in his inimitable style.

The feature will still appear under the original title of "Mixed Grill" but Kenelm Collins will, from time to time, introduce new characters, and a new style, which, it is to be hoped, will be found none the less entertaining.

Introductions complete. Arthur and I will this week clear up a number of important messages and communications which have accumulated during the absence of the Master.

Commercial Intelligence.

A commercial correspondent writes: A considerable increase in commercial room conversation and writing room silence suggests the immediate outbreak of the long-promised trade boom. There is an atmosphere of quiet seriousness mingled with professional geniality evident in many places, where commercial sojourn. All this betokens heavy bookings. At high-noon tables the question "How do you find Jones?" is responded to with "Increased his usual; ordered extra six gross half-gents, and ten gross ladies' plain." On the other hand there is a general tightening up of writing-room behaviour. Last week at one Commercial Temperance, a man of careless appearance attempted to



operate a portable typewriter, and was stared out of the room in three minutes. He was afterwards said to be a journalist, who apparently did not understand the serious business of the writing-room.

An Interlude.

Scratching pens in the writing-room.
Dim grey silence, morgue-like gloom,
Grey heads, bald heads report "trade boom."
Tons of nails and orders for for the boom.
Affable travellers chewing steaks,
Drinking tea and nibbling cakes,
Words on business, talks of "makes"
Hotels, trains and Blackburn waxes.

Heroic Duke's Coolness.

The Duke of Featherhead, accompanied by the Duchess visited Fullworth's Emporium at Burslem, to-day, with the intention of inspecting the 6d. novelties. On arrival at the main entrance, the Duke politely opened the door and bowed her Grace in. Later the Duchess was agitated to discover that the Duke was not with her. Shopwalkers and attendants were frantically despatched with instructions to search counters, shelves, crates and containers. Eventually it was discovered that the Duke was still bowing outside the main entrance. Later, he explained to a representative of the old Burslem Port Vale A.F.C. that so many ladies had followed Her Grace through the door, that it was positively impossible for him to enter.

Note: The Featherheads, as is well-known, are proud of their old family motto: "Toujours la politesse" which was long ago adopted by the original Bolo Fitz-Featherhead when he saved a

varlet from being put through a mincing machine before it had been properly cleaned.

Buda-Pest.

"An otherwise intelligent waiter in one of the fashionable restaurants here," says a Baked News Agency messenger, "committed suicide, to-day, in most tragic circumstances. Whilst serving a Salmi



he stopped to solve a cross-word puzzle. Reproved by the maitre d' hotel, he walked slowly from the room and before he could be prevented, swallowed a billiard cue, and six bedroom keys. He is said to have been in love."

C.E.D. Mrs. Wright Angle complains that since her husband had a parallel stroke he has not been able to make ends meet.

"She Would Wear Short Skirts" or "The Insurance Man Baffled" a serial story by Plato Wells. Instalment I.—An all-pervading silence pervaded the precincts of the humble abode of Mr. and Mrs. William Parkison, 99b, Clegg Alley, with its stucco front, gables, Dorothy Perkins, diamond-paned oriel windows, and imposing portico. Except for the eerie sounds of the never-ceasing mangle away down in the dank cellar there was nothing to disturb the monotonous, sinister click of the hard round coins which Mr. Parkison was manipulating on the shelve-ha'penny board, unless it were the haunting measured music of Emma's lipsticks renovating the cupid's bow ready for Bert's arrival. Emma was Mr. Parkison's fourteenth daughter, and the apple of her father's eye, especially when with engaging modern familiarity she addressed him as "Pop." Mrs. Parkison had just returned the old family heirlooms to the tea-caddy after searching for an hair-curler, when a resounding staccato bang echoed through the lobby causing the august head of the house to sweep the "doings" from the gaming board with a dexterity worthy of a well-mannered croupier. As his hands slipped into his accustomed pockets, his face presented an ashen appearance, movement left his globular eyes, his ears pricked like those of a timid hare. Quickly he recovered that sang-froid which had carried him into the shelve-ha'penny final at the "Rose and Scourger," and the sibilant sound "Oo's that?" escaped his lips. Unhooking the ancestral jug from a hook over the ancient dresser, another heirloom, Mrs. Parkison handed it to Emma with a peremptory "Better bring a pint, Emma." "Pint of what?" interrogated Mr. Parkison more in hope than in anguish. "Milk, dearie," responded Mrs. Parkison. "I expect that's the insurance man at the door and he'll stay to supper, now Emma's here." "Mother, I can't, I can't, oh Bert—" Before she could continue Emma had slipped with a thud to the floor. Pathetically, as it were, her shingled head touched her Russian boots standing sentinel like under the table. Another instalment next week. All characters fictitious; no references to living persons. Copyright by Sam Isaacs.

Answers to Correspondents:

(Trixie.) The meat bill has nothing to do with it; use a sponge bag or a hair's claw.
(Pro Bono, etc.) The Railway Company make a special rate of 29, 11, f.o.b.; c.i.f.; p.d.g. for Alsatians in bulk or in bales if plainly marked "private effects; use no hooks," and provided always, of course, the B.C. are notified.

(Artes) The sketch you sent is a rare example of Eliminationist School. Ultimately, when all lines and designs have been eliminated from art, the world will be a fit place for Eliminationists to live in.

(George.) We can find no slips amongst the Master's papers. A liturgical expert informs us that the Rubrical length of hose, latest shades, is 29½ inches. To show more or less than that is irregular, and may invalidate all future stakes under clause IX sect IV of the proposed Betting Amendment Bill.

WIRELESS IN THE COLONIES.

HONGKONG GOVERNMENT'S INVESTIGATION.

London, May 20. The progress and development of wireless telegraphy are recognised as so rapid, that the Colonial Conference at to-day's meeting expressed the opinion that the formulation of a definite scheme for the Colonies was premature.

It reported on the adoption of short-wave services between Singapore, Penang, and the neighbouring States, now contemplated by a Straits Settlements company. Internal wireless telegraphy was regarded as essential as external.

Broadcasting. There was a general desire for the formulation of a policy of broadcasting for information and entertainment, but it was recognised that prolonged experiments would first be necessary.

It was reported that Ceylon had introduced a broadcasting system in 1924, which had greatly developed, and the Hongkong and other Governments were investigating the subject of its introduction.

Another question discussed was how methods of exchange of information of technical and scientific matters between the Colonial Governments could be improved and developed. It was generally felt that a system of group conferences among officers concerned with such matters should be encouraged.

The delegates are visiting Alder shot to-morrow to see the display of mechanical transport.—*Reuter.*

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The following is from the fortnightly Market Report published by the Hongkong General Chamber of Commerce:—

Cotton Piece Goods.—A fair amount of enquiry for all classes of Spring Fancies has been in evidence since our last report, but very little has been brought to book. The advance in the cost of the raw material still continues and with exchange keeping more or less stationary, the margin between local and replacing prices is gradually widening. Deliveries of Seasonable cargo have been very good, approximately 80% having been cleared to date. The latest quotations are those of the 17th inst.—Eg. Sakel. 16.10d. and Mid. Amer. "Spot" 8.65d.

Cotton Yarn.—The market remains lifeless and there is nothing fresh to report. Quotations are purely nominal.—No. 10s. \$145/165. No. 12s. \$150/160. No. 16s. \$160/165. No. 20s. \$170/175. Arrivals Nil. Shipments Nil. Sales Nil. Unsold stocks 14,000 bales. Bargains 10,000 bales.

Woolens.—Market quiet and practically no business being transacted.

Raw Cottons.—No business to report.

Metals.—Market quiet, very little doing.

Flour Market Report.—Stock: American 300,000 sacks; Canadian 100,000; Australian 40,000. Market: Strong and firm. Quotations: American Patent \$14.00-14.15 per sack; American Straight \$13.35-13.60 per sack; American Cut off \$13.45-13.70 per sack; Shanghai Flour \$13.35 (nominal) Australian No. 1 \$13.45-13.70 per sack; Canadian Cut off \$13.25-13.32 per sack; Canadian Straight \$13.25 per sack; Canadian Mixture \$13.15-13.35 per sack; Canadian 2nd Clear \$13.05 per sack.

Saltpetre.—Stocks 18,000 bags. Slight improvement since last report.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 18 of this issue.

- 1.—Who wrote the tune of "God Save the King?"
- 2.—What world-famous song came from the same composer?
- 3.—What is the Kabalah?
- 4.—What was the English "Cabal" and why was it so called?
- 5.—Who were the parents of Henry VIII?
- 6.—How long may a frog live?
- 7.—Who were the Mamelukes?
- 8.—Who was Tamerlane?
- 9.—What is the Kiblah?
- 10.—Who wrote "It is not in mortals to command success, But we'll do more, Sempronius, we'll deserve it?"
- 11.—Who has Strongbow?
- 12.—What is the language of Dalmatia?
- 13.—What was Atlantis?
- 14.—What was the real name of George Eliot, the famous novelist?

WHAT BRITAIN HAS DONE FOR CHINA.

SOME PERTINENT REMINDERS.

The following article is by Sir Sidney Low, the well-known journalist:—

Labour politicians, and various other persons who suppose themselves to be large-minded and liberal, are curiously indulgent to the pretensions of the denationalised Chinese Nationalists.

Even "moderates" like Mr. Ramsey MacDonald, who admit that we must protect our folks in the Concessions area, wish that we could give them all free passages to Europe. Then China, released from the foreign incubus, would settle its own destinies in a peaceable and orderly fashion; and we should have atoned for our previous wrong-doing in forcing the cowed Celestials to receive our nationals.

Even Sir Austen Chamberlain has, occasionally spoken as if the mere existence of the European settlements were an injury for which we should make reparation. This attitude is based on a complete misconception of the facts. We are not called upon to stand in a white sheet because of our past dealings with China, nor need we apologise to the Chinese.

We hear a good deal about Chinese civilisation and the respect we owe to it. Much of this talk is based on ill-informed sentiment and bad history. The old Chinese civilisation has been falling to pieces for centuries. When we came into political contact with it just 130 years ago China was misgoverned by a stupid and effete Manchu oligarchy who were almost as much foreigners to the mass of the people as ourselves. What China needed was an opening to the light, with opportunities for foreign trade, so as to utilise her vast resources; and emigration abroad to relieve her congested population.

What We Gave.

Great Britain, with some assistance from France and other Western Powers, gave the Chinese what the more intelligent of them were anxious to obtain. We could not open a regular commerce unless our traders were protected against the exactions of a corrupt officialdom too feeble to maintain order. So we made treaties under which our merchants and bankers built up splendid Western cities beside the native towns.

There may have been a certain high-handedness about our proceedings when vigorous statesmen like Palmerston had to deal with the ignorant and conceited representatives of the Manchu Court; but the general results were extremely beneficial to China. A great over-seas trade was developed in the safe and progressive areas of the treaty ports.

If our own manufacturers made money by sending cotton goods and hardware to China, our ship-owners enabled the Chinese to get their tea, silks, rice, cereals, and other commodities all over the world. That trade depends upon the Concessions. If they go it will decline, and probably disappear.

Our opening of China led to the diffusion of the Chinese population. They were able to push out all round the Pacific and Indian Oceans and farther afield. They have settled, made a living, and sometimes amassed wealth in Further India, Malaya, Ceylon, the

SHANGHAI'S HOARD OF WEALTH.

A RESULT OF CHINA'S CHAOS.

Movements of both the money and persons of Chinese from all parts of the country indicate that, whatever political opinions may be held by various classes in various provinces, there are at the moment two places only that are thought reasonably safe, Shanghai and Dairen, comments the *N. C. Daily News*. The preliminary negotiations that were supposed to lead up to the revision of the status of the Tientsin British Concession, prompted an avocation of Chinese wealth to Dairen that was nothing short of phenomenal. The official owners of some of the most magnificent "funk holes," men in and out of office, commenced investing in land within the Kwantung Leased Territory at once and in a few instances that have come to our attention—notably that of Chang Tsung-chang—building operations have already commenced. The threat of Chinese control over any community now under foreign jurisdiction is sufficient to drive Chinese capital out of it and into centres where control is not so likely to be abandoned.

For this reason Shanghai, as well as Dairen, has long been a storehouse for more ready silver than could possibly be invested in profitable local undertakings, while now that the "Nationalists" and Communists are making raids upon capital throughout the interior of central China on a scale never dreamed of by the Militarists, it is inevitable that Shanghai—unless some Government seriously discusses its "retrocession"—is bound to be fairly glutted with silver. The same operations in the interior that ruin trade and cut Shanghai off from traffic with the country upon which the normal prosperity of the port depends, will also send native capital scurrying here for cover, so that there is a reasonable prospect of this city becoming at once the richest and at the same time most debt-ridden place in the Orient. The vaults of every bank will be crammed with more unproductive silver, while every legitimate trader will be straining his dwindling credit to obtain more over-drafts. It seems to us that this prospective situation ought to present an extremely fascinating problem for our expert economists.

When they wake up to the fact that their tactics have driven behind the barbed wire barriers all the nation's capital that is not buried, we are likely to have some very frenzied oratorical assaults made upon the wicked security in which we abide here.

United States, Canada, Australia, and Central America. There are more Chinese under the British flag in Singapore than there are English in the whole of China; some rich, many prosperous, all enjoying the same freedom, protection, and security as other residents. True, they are subject to British law, whereas the British in China are not subject to Chinese law.

But the British would willingly allow themselves to be placed in that position if they could rely on an incorrupt judiciary and an efficient police; which things Chinese "civilisation" has not provided for a long time past and seems very unlikely to provide for a long time to come.



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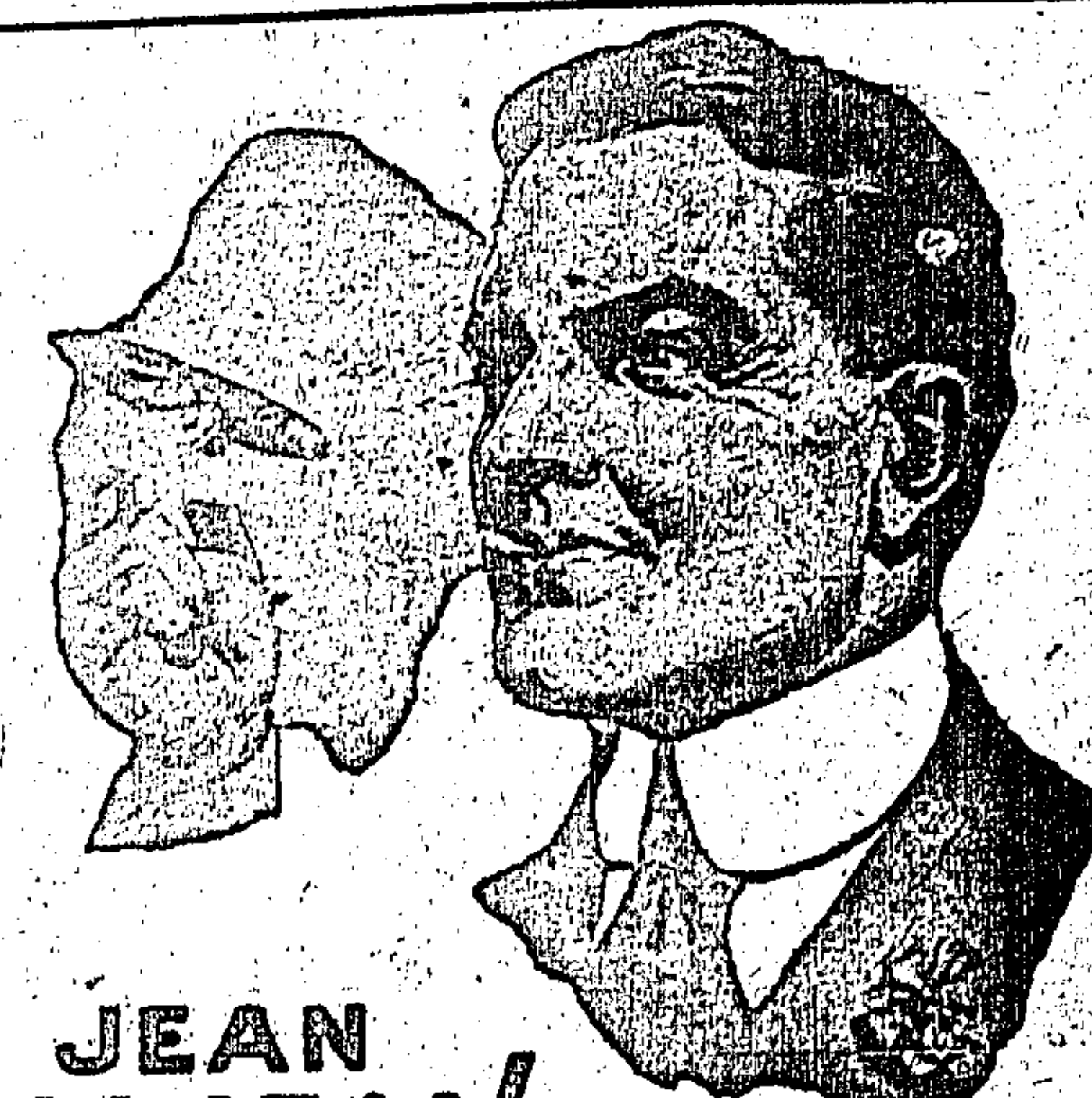
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NOTED COMMUNIST ARRESTED.

TRAVELLING ON EMPRESS
LINER.

Zee Pah-chien, said to be the brother of George Hau-chien, one of the principal figures in the Communist Party at Hankow, is reported by the Chinese press at Shanghai as having been arrested on board the R.M.S. Empress of Australia on the last visit of that vessel to Shanghai from Hongkong. The Special Administrative Bureau of the Citizen's Revolutionary Army received a confidential report a few days ago to the effect that Zee was a passenger on board the Empress of Australia and upon the arrival of the vessel at Woosung, armed with the necessary permits, several representatives of the Bureau boarded the vessel, carried out a search and arrested Zee.

Zee has been in Canton, the same report states, where he has been engaged in inducing farmers and labourers to start certain "activities." He was on his way to Hankow via Shanghai when arrested, and is now being detained at the local Chinese military headquarters.

The Political Department of the Revolutionary Army, East Route, Shanghai, also received a report to the effect that members of the Communist Party were distributing handbills and pamphlets of an inflammatory nature, inciting the workers against the local military authorities. Hundreds of such handbills were found in the native quarters. The Chief of the Woosung and Shanghai constabulary has accordingly issued instructions to his subordinates to arrest any persons found distributing or in possession of such handbills.

PIRATES ON FOKIEN STEAMER.

LOOT OF MONEY AND
CLOTHING.

A daring piracy was carried out by "several tens" of pirates, according to the vernacular press, on the Sui Peh steamer Feng Pu, en route from Fokien to Shanghai recently. The Feng Pu arrived in Shanghai on Saturday evening last and brought details of the attack by the pirates. Approximately 30 to 40 pirates participated in the capture of the vessel, all of them armed. They travelled as passengers, according to the usual custom, and on a given signal, rushed the bridge and engine room, overpowering the officers and crew and gaining complete possession of the ship within a few minutes, meeting with no resistance whatever.

Leaving several of their number on guard on the bridge and in the engine room the rest of the gang carried out a most thorough search, looting passengers' baggage and the most valuable cargo. The loot consisted principally of money, luggage and personal clothing, all of which they carried off in large quantities.

It is understood that the matter has been taken up with the naval, military and police authorities at Fokien.

MEXICAN SEDITION.

2,000 TO BE GIVEN PENAL
SERVITUDE.

Mexico City, May 14.—More than 2,000 persons have been jailed in the last few days in Mexico on charges of sedition and revolutionary activities says the newspaper *El Sol*. Most of these will soon be deported to Tres Marias, an island penal colony in the Pacific.

The newspaper presumes most of the prisoners are Catholic and adds:

"The deportation will go far toward crushing the Catholic revolution against the government." *El Universal Grafico*, another paper, says Archbishop Jimenez of Guadalajara is the only Catholic prelate remaining in Mexico and that he is in hiding.

Nogales, Ariz., May 13.—Thirty-seven warring Yaqui Indians who surrendered to the United States army at Camp Little and made a plea not to be sent back to Mexico have been turned over to the U. S. immigration service.

When the clock of St. Paul's Cathedral broke down recently, the hands were moved around by a man's finger in order that thousands of London clerks would not arrive late to work. Repairs took most of the day, and all that time a clockmaker with a watch before his eyes gradually moved the minute hand, second by second, until the mechanism was fixed.

GERMANY'S TRADE BALANCE.

LAST YEAR'S NEW
INFLUENCES.

When currency inflation in Germany reached its peak in the autumn of 1923, the country's stocks of commodities were almost sold out. The stabilization of the mark which then rapidly followed rendered it possible to refill the empty warehouses, and, with the help of ample foreign credits, a brisk rise in importation took place. Hence, the imports climbed from 9,000,000,000 marks in 1924 to 12,400,000,000 marks in 1925. Exports remained a good way behind; in 1924—the first year following the stabilization—they aggregated 6,500,000,000 marks, rising to 8,900,000,000 marks in 1925. Thus, in the former year, the balance of trade was adverse to the extent of 2,500,000,000 marks and in the latter 3,500,000,000 marks. The exceptional increase in the total of imports in 1925 was still further enhanced by the prospect of the new customs tariff which, coming into force in the autumn of that year, raised the price of commodities and rendered it more difficult to market them. It had consequently been essential to import as much as possible before the new tariff came into operation. For various reasons, the circumstances of the years 1924 and 1925 were obviously quite abnormal.

Coal Strike Effect.

The year 1926 brought about a complete change in the situation. Imports sank to roughly 9,900,000,000 marks, while the exports rose by 1,000,000,000 marks to 9,800,000,000 marks. Thus the adverse discrepancy had almost vanished; virtually, the year 1926 effected a balance between exports and imports. Nevertheless, we cannot characterize that year either as normal. During the first six months, a depression in trade impeded sales and curtailed imports. On the other hand, exports experienced an unexpected but merely temporary boom. This was due to the British coal strike which caused such a rapid augmentation of coal exports from Germany that the increase was responsible for 50 per cent. of the total rise in exports as compared with the previous year. The most important item in German exports is, however, that of finished manufactures, which figured 340,000,000 marks more than in the previous year's returns.

Compared with the year 1913, Germany's foreign trade, on the basis of pre-war values, showed the following development: Imports, 81.6 per cent. of 1913 figures; exports, 77 per cent. of 1913.

The figures reveal only all too clearly the difference between the past and the present. They show that, neither as regards imports nor exports, has German foreign

COMEDY STAMP MACHINE.

POLICEMAN RISKS HALF-
PENNY AND MAKES ARREST.

A policeman saw about 20 people round an automatic postage stamp machine in Uxbridge Road, Shepherd's Bush. A man was putting in a coin and drawing out more than one stamp. Producing a halfpenny, the policeman asked the man to get a stamp. The man obliged. He put the coin in the machine and out came three halfpenny stamps. Then the officer disclosed his identity and said he would arrest him.

The man replied, "I am well-known round here; you have made a mistake." He showed a letter which he intended to post.

The sequel was heard at the West London Police Court when a jeweller was accused of stealing two halfpenny stamps, the property of the Postmaster-General, by means of a trick.

In reply to Mr. Pierron (defendant) the policeman agreed that defendant had a sum of £36 in his possession at the time. He did not know that he was a man of the highest character.

Mr. Pierron—Do you know that the machine was absolutely correct as regards money and stamps?—I did not know.

What did he do with the other stamps he got out of the machine?—I took them from him.

Detective-Sergeant Frew said the Post Office informed him that the machine was in proper working order, but that there was a sum of 8s. 6d. in the machine which could not be accounted for. The only thing he could suggest was that the machine went wrong at some time and failed to issue stamps.

Mr. Marshall—There is not a scrap of evidence on which the defendant could be convicted. He will be discharged.

trade reached its pre-war level. Moreover, the importation of foodstuffs bulks too heavily in the returns; whereas this item exceeds the level of 1913, the exports of finished goods still lags 20% behind the figures for that year. Here again, the German economy presents itself in a stage of gradual development towards a fresh "normal" level. The enhanced importation of precious metals, as compared with 1913, is a natural consequence of the necessity of forming a requisite cover for the new currency.

The future development of Germany's foreign trade depends upon the general position of the country and the rest of the world. If German industry finds more buyers for its products, Germany will naturally be in a position to purchase more from abroad; if foreign markets are closed to her, a decline in imports is bound to ensue.

STABBED IN COURT.

SENSATIONAL SEQUEL TO
THEFT CHARGE.

A scene more reminiscent of the Wild West than of Britain occurred in Southend Police Court when a prisoner, while standing in the dock, was stabbed by a man who had prosecuted him for theft.

The injured man, Edward John Wilson (51), an ex-Canadian soldier, was afterwards reported to be dying.

Wilson had been prosecuted by Wm. Edward Salmon, a timber merchant, of Sycamore Grove, Southend, who charged him with stealing a pair of boots and a razor.

Wilson had lodged at Salmon's house for two months and, according to Salmon's evidence, when he went to work, Wilson went with him a part of the way, saying he was going to communion. On Salmon's return Wilson was gone and the boots were missing.

"Go You."

After the Bench had fined Wilson £2, there was a shout in Court of, "Ha! go you!" and Salmon darted in the direction of Wilson. For the moment it was not realised what had happened, but in a second or two it was seen that Wilson had a dagger sticking in his back.

Women in Court shrieked and there was general confusion. Wilson began to faint, and a newspaper reporter, sitting near the dock jumped up and pulled the dagger from Wilson's back. About six inches of the blade was covered with blood.

Police officers immediately seized Salmon, and Wilson was led from Court. Salmon, while the police were holding him, said, "Excuse me, gentlemen; may I make a statement?"

The clerk replied, telling him to say nothing now.

Salmon, as he was being assisted out of Court, said, "Well, gentlemen, we will make statements later."

The police immediately fetched a doctor to attend to Wilson, who was stated to be dying.

Salmon was brought into Court ten minutes later before the same Justices who had dealt with the charge of theft. He was charged with the attempted murder of Wilson.

On being remanded in custody he said, "Very good, sir," as he turned on his heel and left the dock. Wilson was taken to hospital and his condition was described as "very serious."

LAWN TENNIS.

EXHIBITION MATCH
POSTPONED.

The exhibition match between S. A. and H. D. Ramjahn and T. Honda and Ng Sze-kwong has been postponed until Monday at 4.30 p.m. The state of the ground did not permit the match to be played yesterday.

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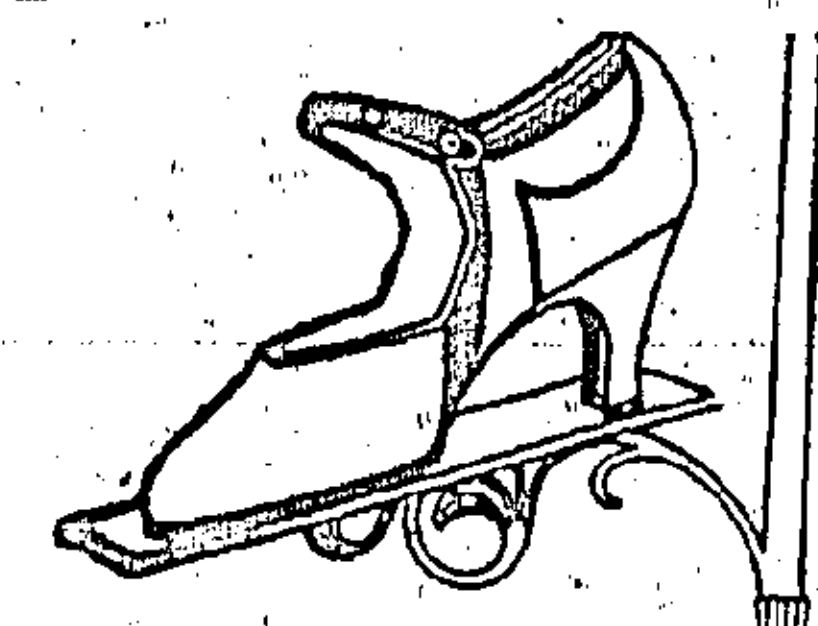
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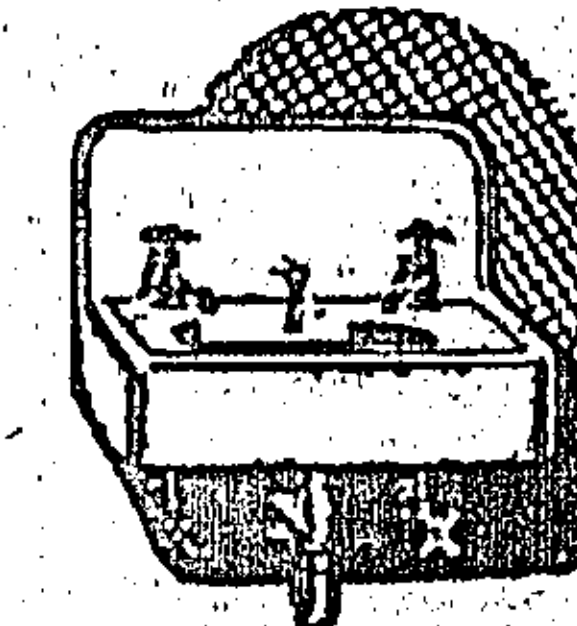
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QUEEN'S THEATRE

SUNDAY, MAY 22nd at 9.20 p.m.

MASSED BAND CONCERT

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COMBINED MILITARY BANDS

of the

2nd Bn. King's Own Scottish Borderers

and

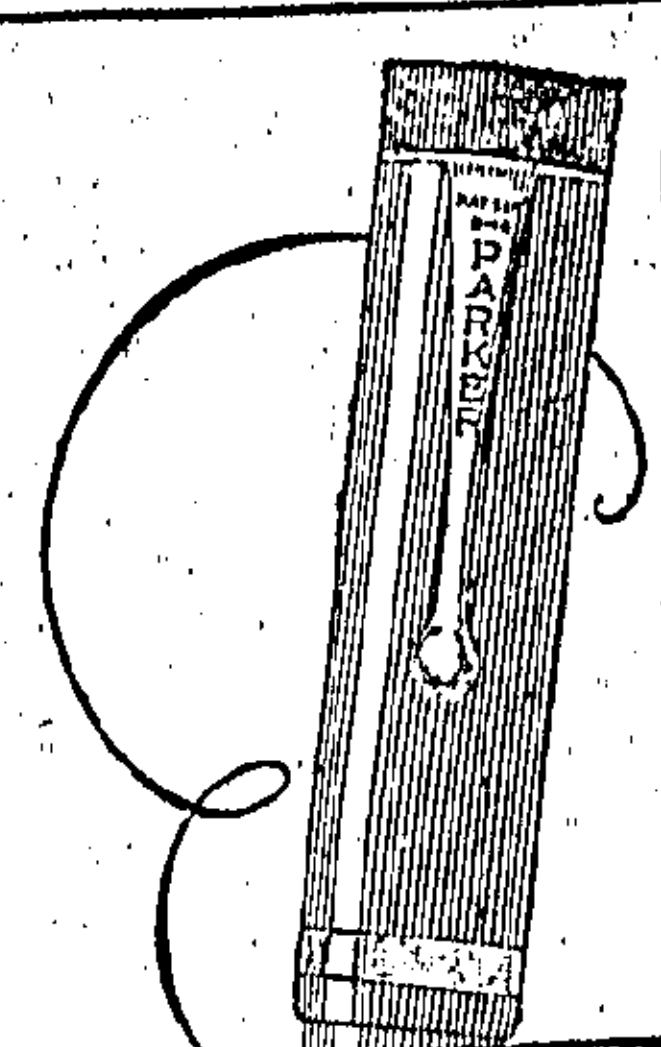
1st Bn. The Cameronian Regt.

PROGRAMME

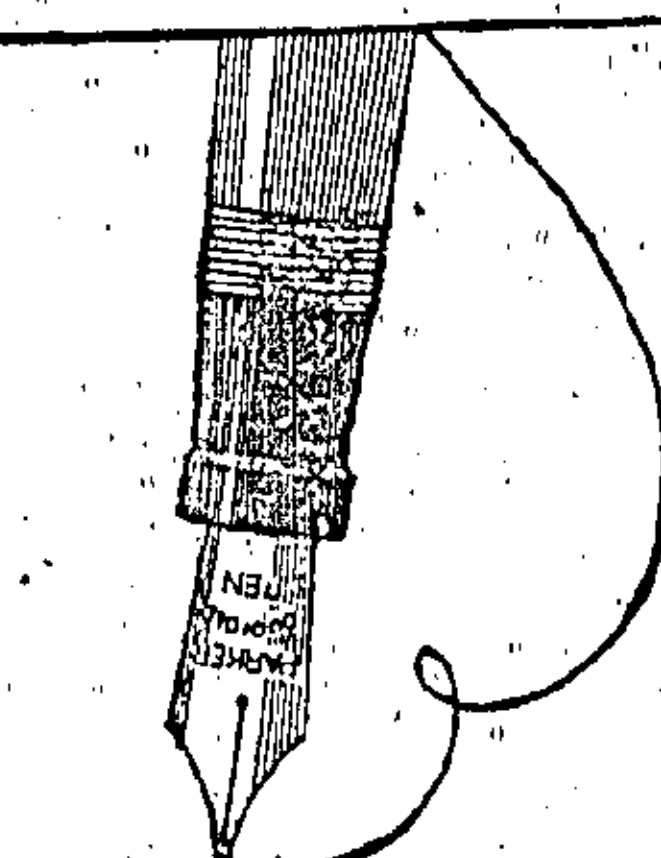
1. March—LA REINE DE SABA—Gounod.
2. Overture—RUY BLAS—Mendelssohn.
3. Selection—CARMEN—Bizet.
4. Fantasia (with effects)—A VOYAGE IN A TROOPSHIP.
5. Selection—ROSEMARIE—Friml.
6. Suite—BALLET EGYPTIAN—Luigini.
7. Tone Poem—FINLANDIA—Sibelius.
8. Selection—THE MIKADO—Sullivan.

Prices \$3, \$2 and \$1. Servicemen half-price

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Writer**
with the
25-Year Point
—a point guaranteed, if
not misused, for 25 years
and good for fifty



PARKER Duofold is the
pen you can lend without
fear, for its point yields to
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Only the Parker has the
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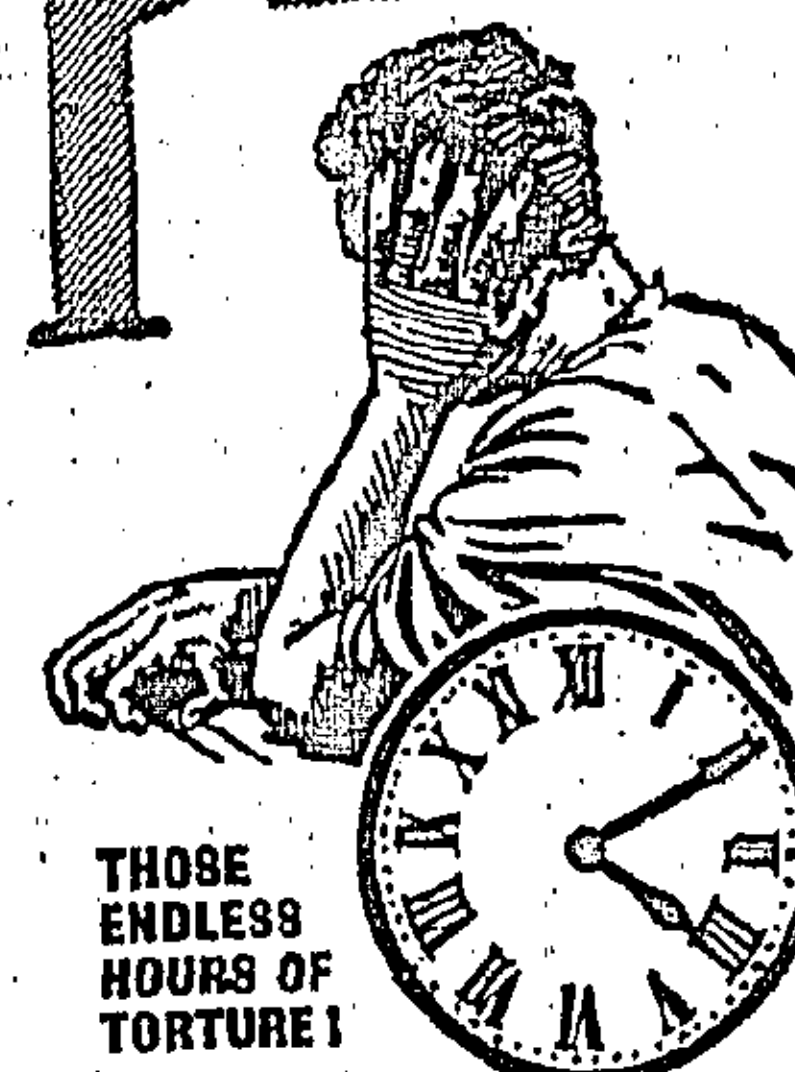
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Duofold in 1926. Parker Duofold in 1926.
Intermediate size With ring for chain

PILES



THOSE
ENDLESS
HOURS OF
TORTURE!

The agonizing pain, the
inflammation, swelling, burn-
ing irritation and loss of blood
caused by piles soon reduce
any man or woman to a state
of terrible weakness. The evidence
of thousands of sufferers proves Zam-Buk
to be a positive relief for piles, both
inward and outward.

Zam-Buk is most soothing and cool-
ing. It checks the bleeding; ends
itching and burning; allays swelling and
inflammation; and finally causes the
piles to gradually disappear.

The marvellous soothing and curative
powers of Zam-Buk are derived from
rare herbal extracts and oils of the
most purity and refinement. Coarse
ointments and dressings containing
animal fats and mineral drugs cannot do
the same good as Zam-Buk.

7 YEARS BLEEDING PILES CURED!

"For seven years" writes W. C. Gibson, 26,
Third Street, Padua, Madras. "I suffered
from bleeding piles, accompanied by acute pain
and inflammation. Although I tried many
remedies, I could gain no lasting relief. Indeed,
I tried Zam-Buk and from the very first applica-
tion it proved beneficial. The bleeding ceased,
and the pain and inflammation were completely
allayed by this marvellous balm."

Zam-Buk
12, 77

All dispensaries sell Zam-Buk

THE VANISHING CRAFTS.

DECLINE OF BRITISH RURAL INDUSTRY.

The present volume of the series
of studies of rural handicrafts is-
sued by the Agricultural Econo-
mics Research Institute, Oxford,
makes no more cheerful reading
than its predecessors, comments
the *Times*. They were chiefly con-
cerned with the survivals of the
old trades, and told, to anyone not
a hard-bitten believer in mechan-
ical industry, a scarcely believed
tale of decay before the pressure
of economic change and foreign
competition. "Decorative Crafts"
deals largely with endeavours to
rehabilitate or improvise local
craft, in various kinds, and with
somewhat mixed motives.

Spinning and hand-weaving,
lace-making, pottery, lapidary
work, glass-blowing, and flint
knapping are the principal sub-
jects touched on; the moving
forces behind the attempt to re-
store the businesses comprise all
the half-philanthropic, half-com-
mercial energies of the Women's
Institutes, the Home and Arts In-
dustrial Association, the various
county and local arts and crafts
guilds and groups.

The impression produced by the
description of the latter is that
while their intentions are admir-
able their methods are not in all
cases beyond criticism. There
seems to be some uncertainty of
aim which hesitates between the
improvement of the worker and
the enlightenment of village life
and the proposal to run a profit-
able concern. Some of the new-
founded industries strike an un-
biased critic as too ornamental in
character and too artificial in or-
ganization, dependent on private
rather than on public support, or
on the inspiring energy of some
active spirit, the loss of whom
leads to an early collapse of the
venture.

In cases where a local workshop
has been financially successful the
result seems frequently due to ad-
ventitious circumstances—depen-
dence on holiday visitors to fa-
vourite neighbourhoods, on tourists
in motor-cars, and, in particular,
on the free-handed citizens of
the United States. Sometimes we
hear of cases where enthusiastic
teachers have started a new vil-
lage craft, only to find it dropped
in a season or two.

Sometimes the work is made too
easy: the painting of ready-made
wood-ware with colours which will
not stand washing is not a serious
contribution to the movement, and
there have even been suggestions
that factory products have been
used in making up "hand-made"
fabrics. At one point there is a
hint of economic trespass by the
half-eleemosynary energies of
handicrafts. It is possible that
old-established practitioners such
as the village cobbler or workshop
for the blind or disabled soldiers
may suffer from unintentional but
effective competition.

Revival Doubtful.
It will be judged that the
authors, in spite of the attitude of
understanding sympathy which
has marked all the branches of
their inquiry, are at least doubt-
ful of the results of the attempts
to plant anew old crafts in the
countryside. The chapters which
here deal with survivals rather
than revivals are, in their plain
statement of decline, even less
optimistic. The making of lace
by pillow and bobbins, the authors
say, "is either a sweated industry,
practised only by the most needy,
or a delightful hobby for leisured
people whose time is not reckoned
in terms of the necessities of life."

This being so, it is small wonder
that the numbers of lace-makers
in Bedfordshire fell from 6,728 in
1861 to 1,148 in 1891. Pottery
made by hand on the prehistoric
wheel, chiefly in the southern
counties, though the number of
workers still diminishes, seems, of
the trades here considered, the
likeliest to survive. The hand-
made pot is still superior in vital
points to the "jollied" or lathe-
finished article, and in the little
fact that a satisfactory porous
flower-pot cannot be made by ma-
chinery perhaps lies the true re-
medy for the plight of the little
industries. Concentration on the
virtues in which the hand beats
the machine and avoidance of any
attempt at competition with the
results of mass production may
yet save the genuine craftsman
from annihilation.

With due thought and guidance
it may be possible that trades
which seem hopelessly moribund
can achieve results even economi-
cally secure from the rivalry of the
engine. The two workers at Sud-
bury who weave such velvet as is
used for Coronation robes seem
to be on the right basis, and the
making of dyes for home-spun
from lichens, herbs, or berries,
the little glass-blowing works in
Cornwall and Devon, and the sim-
ple forms or pottery all seem to
have hopeful points of view. It is per-
haps regrettable that the jet in-
dustry at Whitby seems to be the
only one reported to have expand-
ed during the last decade; the Gor-
nish taste in serpentine trinkets
apparently needs artistic chasten-

INDUSTRY IN AMERICA.

THE BRITISH INQUIRY REVIEWED.

The Report of the Delegation
sent by the British Government in
the autumn of last year to inves-
tigate industrial conditions and
relations in Canada and the Unit-
ed States is a notable document.

The members of the Mission
submit a review wide in its scope
and interesting in its observation
of a period of rapid development
on the North American continent,
in which the concentration of
manufacturers on an acceleration
of output combined with the lower-
ing of production costs has been
substantially supported and assist-
ed by the workers.

The importance of the report is
increased by the unanimous en-
dorsement of a Delegation whose
members could be expected to sur-
vey the industrial situation from
different points of view. Sir Wil-
liam Mackenzie, K.C., the chair-
man, was President of the Indus-
trial Court of Arbitration from
1919 to 1926 and chairman of the
Railway National Wages Board
from 1920 to 1925. He was ac-
companied by Mr. Ernest Bevin,
general secretary of the Transport
and General Workers' Union and
a member of the General Council
of the Trades Union Congress. Mr.
J. Kaylor, member of the execu-
tive council of the Amalgamated
Engineering Union, Mr. M. B. Do-
war, managing director of the
Metropolitan Carriage, Wagon,
and Finance Company, Mr. O.
Randolph Smith, a director of the
shipbuilding firm of Barclay,
Curle, and Co., and Mr. F. W.
Leggett and Mr. I. Haig Mitchell,
of the Ministry of Labour. The
secretary was Mr. H. C. Emmerson,
of the Ministry of Labour.

Great Prosperity.

The Report reflects the high de-
gree of prosperity which has pre-
vailed in the United States, except
for a short set back in 1924, since
1922 and outlines the dominant
factors which have made it possi-
ble "for capital to be invested in
industrial enterprises with confi-
dence and for the material standard
of life to reach a higher level." Success
in manufacturing enter-
prise, it is shown, depends largely
upon the consuming power of a
great domestic market. Develop-
ment of this market is assisted by
complete freedom from tariff re-
strictions within the Union of 48
States and by strong tariff protec-
tion against competition from out-
side.

The market for an increasing
number and range of articles has
further been stimulated and
widened by the system of instal-
ment buying which has become a
marked feature of American life
among all classes. Cost of manu-
facture, it is shown, has been re-
duced by intelligent standardiza-
tion and simplification of design,
and emphasis is placed in the
clearer recognition of management
as an executive arm of industry,
distinct from ownership.

Attention is also called to the
principle of exchanging ideas and
experiences between competing
firms which has been largely
adopted in the United States.

Variation in Wages.

Wages vary enormously, from
the \$1.75 an hour of a bricklayer
or plasterer in New York to the
\$12 a week of a cotton worker in
the South. The standard of living
of the skilled worker is stated to
be higher than in Britain, but it
is pointed out that there is nothing
in the United States to compare
with the State provision in this
country for unemployment, sick-
ness, and old age, and that the ab-
sence of outside assistance for the
unemployed worker makes poverty
in the United States a matter of
extreme hardship. In comparing
wages allowance must also be
made for differences in the cost
of living.

On the subject of the relations
between employers and labour
general observations brought into
the covering letter sent with the
Report to the Minister include the
following:—

The workpeople accept experi-
ments towards reduced cost of pro-
duction, as they have always found
that the result of lower costs has
been increased consumption and
consequently more employment.

Managements are ready to re-
cognize the ability of individual
workers by paying higher wages
for higher output and in many
cases by grading them according
to their skill.

Appointments to executive and
administrative posts are deter-
mined by ability, and this position
arouses keen individual effort and
has a marked effect on the moral
of the workshop.

Ing.

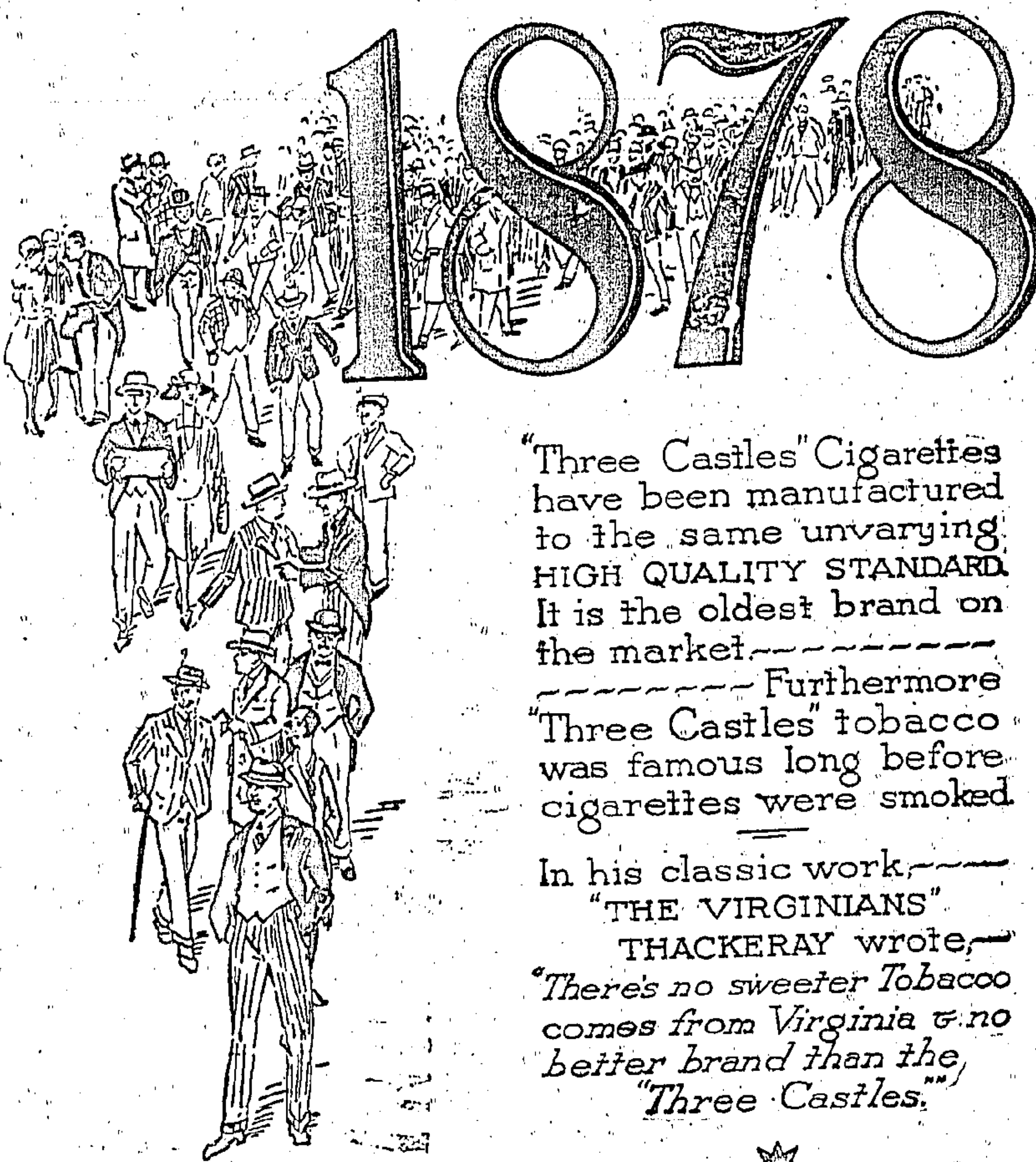
The prehistoric industry of flint-
knapping at Brandon, in Suffolk,
which supplies African chiefs
with the flint-lock muskets which
they still demand, can hardly hope
for a future. It is said by good
authorities that, while the modern
workman surpasses his predecess-
ors in roughing out the flints, he
does not come near the neolithic
craftsman in the fine finish of the
chipped surface.

WAR BIRD OVER THE SHANGHAI RACE COURSE.



An excellent photographic representation of the portion of the Shanghai Public Recreation Ground being used as a landing place for aeroplanes and a plane photographed while making the descent.

EVER SINCE



"Three Castles" Cigarettes
have been manufactured
to the same unvarying
HIGH QUALITY STANDARD.
It is the oldest brand on
the market.

Furthermore
"Three Castles" tobacco
was famous long before
cigarettes were smoked.

In his classic work,—"THE VIRGINIANS"
THACKERAY wrote,—"There's no sweeter Tobacco
comes from Virginia & no
better brand than the
"Three Castles."

Three Castles
The Boyen of the Cigarette World.

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

UNFIT TO GOVERN.

LORD BIRKENHEAD ATTACKS LABOUR.

Lord Birkenhead, speaking last
month at Cambridge at a public
meeting in connexion with the
annual conference of the Eastern
Provincial Division of the Nation-
al Union of Conservative and
Unionist Associations, said that
the Labour party had proved them-
selves unfit to form a Government
of a great and responsible Empire.
Referring to the position in China,
he vigorously condemned "the
alien agency which has effected
this malignant change. The voice
was the voice of China, but the
agencies which suggested the ar-
ticulated utterances were the ag-
encies of Moscow. (Cheers.)

"I will tell you what would have
happened if the troops had not
been sent to Shanghai," said Lord
Birkenhead. "The whole of the
international settlement would
have been rushed by the agents of
Moscow. There would have been
massacre and murder in Shanghai
the like of which has not been
known in English history since
the Indian Mutiny, and the Gov-
ernment of the day and we alone
would have been justly arraigned
before our fellow countrymen.
The Government had received a
memorial sent by three thousand
people belonging to twenty-two
different nations at Shanghai.
We have received the memorial
telling us in solemn language that
in the judgment of the signatories
Great Britain, and Great Britain
alone, has saved their lives.

(Cheers.)
It had become plain that Mr.
Ramsay MacDonald had no author-
ity with his own people. It was
to his credit that he had none.
(Laughter.) A Mr. Wheatley—
(laughter)—had plainly chal-
lenged his position.

A Good Illustration.
"And what does Mr. Wheatley
say?" asked Lord Birkenhead. "I
say you if I were to seek for
a text in order to establish the pro-
position with which I started that
the Social party is wholly unfit
to rule at this moment, and if
given power to rule this Empire, I
could not find a better illustration
than the speech of Mr. Wheatley.
This extraordinary man—(laugh-
ter)—and I am not in the use of
this epithet alluding to any mental
qualities—(laughter)—laid down

the following doctrine. First of
all that we ought to sacrifice all the
millions of British capital which
under the protection of treaties
have been invested in China.
Why should we? When has ever
such a doctrine been laid down by
any non-certifiable case?" (Lord
laughter.)

Lord Birkenhead said he could
discern no argument in favour of
that course contained in Mr.
Wheatley's speech except that we
must not stand in the way of the
Russian revolution. "If this be
the new leader of the Labour
party—perhaps even the new
Prime Minister—it does not need
any further argument to satisfy
you of the complete and ludicrous
incompetence of the Socialist
party to guide the fortunes of this
Empire." (Cheers.)

NOW IS THE TIME TO DECIDE!



If you have not already installed a **GAS WATER-HEATER** in your home, call at our "showrooms" at 16a Des Voeux Road, and let us demonstrate the wonderful advantages of this Heater.

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Daily Trans-Continental Train from Vancouver or Prince Rupert, with all-steel equipment, radio-equipped observation cars and unsurpassed and moderately priced dining car service.

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An inspection of our store is cordially invited—New stocks just arrived.

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HONGKONG.

CAPITAL PUNISHMENT CRITICISED.

AMERICAN JUDGE WANTS
ABOLITION.

Cleveland, Apr. 18.—There are many crimes—many of them so-called minor ones—more serious than murder, in the opinion of the newly-organized Anti-Capital Punishment Association of Cleveland which is waging a campaign to abolish the death sentence in Ohio. Capital punishment has been given its trial, and has failed, according to Municipal Judge L. Stevens, leading sponsor of the Association.

Judge Stevens, making his first public utterance in favour of ending the death sentence, to which cause he has been espoused for some time, claimed it is contrary to modern ideas of criminology and penology. Crime, he said, is now considered a disease, caused either by an unbalanced mind, or through heredity and environment.

"Electrocutions and hangings have failed in the first place," he said, "to protect society—the end for which they were designed. Murder has increased alarmingly in this country, although five-sixths of the States still have capital punishment on their books."

"There are now 10,000 murders in the United States every year. The rate is nine per 100,000 population. Fifty years ago it was two."

"There are many crimes more serious than murder, because they affect more people. The adulteration of foods with substances that undermine the health of many, is a more serious crime than the slaying of a single individual."

Abolished in Many Places.

"The so-called supreme punishment has been abolished now in many countries, and in six States of the Union. The nations are: Italy, Brazil, Holland, Costa Rica, Venezuela, Norway and Portugal. The states are: Maine, Michigan, Wisconsin, Kansas, South Dakota and Minnesota; in two other States it can be only used where the murderer is a 'lifer' in prison. They are Rhode Island and North Dakota."

"Furthermore, it is injurious to society in that it is just another law which is failing to be enforced. Juries are reluctant, they do not give the death sentence very often. This undermines laws and is the chief cause of the increase of crime in this country. It is the certainty of punishment, rather than the degree of severity that deters crime."

"And these executions do much to debase public morals. Most of the newspapers print the details, and these things cannot but do harm to weak-minded men and boys."

"Capital punishment endangers the innocent. Many have been sent to their death needlessly, everyone knows."

"Life imprisonment is much better. It protects society just as well, or better. It makes conviction much more certain. It has been tried in many places and found successful. And it decreases the harm when innocent men are convicted."

SIR FRANCIS AGLEN'S VIEWS.

SPEAKS ON RETURN FROM
CHINA.

"Undoubtedly all sections of the Chinese community are united in desiring to abolish the privileged position of the foreigner in their midst. Such national feeling cannot be ignored—it has simply got to be recognised."

This was the view expressed yesterday to a Press representative by Sir Francis Aglen, the retiring Inspector-General of Maritime Customs in China who returned to England last month.

Recent reports on the situation, Sir Francis remarked, were indicative of a satisfactory trend in public opinion. "A considerable section of the Chinese is beginning to realise that the policy hitherto pursued under Russian direction is fraught with danger to the country," he added. "It is very unfortunate that a great deal of the propaganda work which has been carried out against Great Britain, but, of course, in the Chinese mind there is a historical basis for a certain amount of feeling against us. The British were the pioneers of foreign commercial enterprise in China, and they were responsible for the inauguration of the Treaty system."

Moscow Influence.

Pursuing the subject of Russian influence in China, Sir Francis declared that it had increased tremendously in strength during recent years. "Chinese labour has been very efficiently organised under Russian guidance," he said, "and it has been organised with a view to striking at the so-called capitalist Powers in general and Britain in particular."

"It is sincerely to be hoped that the present movement will bring into being a really stable Government. China's greatest need is for peace. The civil strife now in progress is doing untold harm, and all sensible Chinese people are well aware of the fact. Many adjustments will be needed to ensure a lasting peace, and I fear that those adjustments will take a considerable time. Until there is a responsible authority with which foreign Powers can negotiate, however, there can be no hope of commercial prosperity in the country."

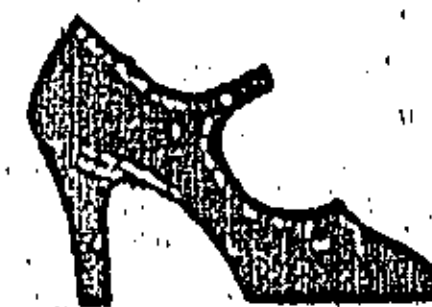
Speaking of his own position, Sir Francis said he was still titular head of the Maritime Customs, although a mandate terminating his appointment had been issued by the Peking Government.

"I was dismissed on a technical point," he stated, "the charge against me being that I refused to carry out instructions to collect surtaxes. Certainly I did refuse, for the simple reason that it was quite impossible to collect such taxes. The Chinese have now realised this for themselves."

Fresh landslides have almost completely destroyed the village of Roquebilliere, in Southern France, which was mostly wiped out by a landslide several months ago. Now other slides are occurring and the few inhabitants left are moving to safety before their homes are buried.

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16 - 20	HP 6	"
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28 - 36	HP 6	"
20 - 45	HP 4	"
40 - 70	HP 4	"
40 - 70	HP 6	"
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RUSKS**

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For TEA and
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WOMAN'S WORLD



MILKMAID MILK

"EVAPORATED"
(Gold Label)

Condensed to three
times its natural
richness in cream.

For COFFEE and
COOKING PURPOSES.



Some of the season's shoes.

FROM THE PARIS SHOWROOMS.

Handkerchiefs are quite a secondary consideration nowadays, although I suppose we use them. I am told that there are no novelties, and that a smart woman contents herself with hidden square of pastel-tinted cambric, bordered with white, or a "handkerchief" of washable taffeta, finished with an initial.

There are two clans amongst the women who use umbrellas. One side says that the old-fashioned affair was the thing, and we find them employing the long-handled models with hooked wooden tops. The followers of the "stumpy" fashion have plenty to amuse them at the moment. I saw a red silk design topped with a handle of red lizard, topped with a snake and ivory.

Although we are told that the only permissible wear for evening is something that glitters, it is not entirely true. Lace is used in enormous quantities.

A coat of brocade, which is sleeveless and collarless, is counted necessary for wear with an evening frock.

BEAUTY HINTS.

THE VALUE OF MILK.

Time was when a woman of forty was considered middle-aged, and she no longer competed with youth in any way. Nowadays most women of forty could easily pass for twenty-five—that is, if they are willing to take a little trouble to remain youthful.

If you would have and keep a clear, soft, smooth skin, remember that your best friend is a "milk pack."

Wipe the face over with a soft towel to remove all traces of cream and powder, then sponge over with clear warm water softened with a few drops of simple tincture of benzoin. Dry thoroughly, then take a piece of soft muslin (this should be washed to remove any dressing, and dried before being used) and fold it in four. Cut a strip from the folded muslin to cover the forehead, two pieces to fit over the cheeks, and a length to cover the chin and jaws. Wrap these pieces out in warm (not boiled) milk, and place the one strip over the forehead, the pieces on the cheeks, and the long strip over the chin and jaws. Now wrap the head in a towel, drawing it well over the face, merely leaving it open over the nose to allow of breathing comfortably. Allow the muslin to remain on the face till it has become thoroughly dry, then remove and bathe the skin with a little more warm milk. Dry and dust with a good complexion powder. This treatment can be given every day, if desired, but two or three times a week will effect a marked improvement in the most worn, lined and wrinkled face.

Should the skin on the nose be coarse and red, with open pores, a piece of the muslin should be cut to fit over it, wrung out in the milk and applied when the cheeks are covered.

Bathing the face daily in milk instead of water will keep the skin soft and free from lines, and a milk bath is very beneficial to tired, aching eyes. For this the milk should be warm, and after bathing the eyes dip a piece of medicated cotton-wool into warm milk and lay it over the closed eyes for about ten minutes. All traces of strain or fatigue will have disappeared when the wool is removed.

THE NEW FLAPPER.

NEW HAIR STYLE.

Anyone looking over a group of young girls in a ballroom to-day would surmise that the flapper has taken a flop. The girl in her teens has lost her appearance of oversophistication and has become as demure in her dress as her Grandmother was. Period gowns of tulle and tulle, made with semi-fitted bodies of normal waistline, and long full skirts, have transformed the short-skirted flapper into an old-fashioned girl.

Changeable taffeta frocks, with their hem-lines deeply bordered in tulle or velvet and scalloped edges, are those chosen by the majority of young girls. Plain tulle frocks with quilted hem-borders are also prevalent. One must look like a doll boudoir pillow if one is young this season. Bouffant skirts, slender bodies and ankles partially hidden by long hems are the mode.

The vogue for letting the hair grow long continues to have many youthful followers. Older women, however, are a little less keen on long locks. Some girls look decidedly quaint and lovely with the new hair-dress which draws the hair back off the forehead with side-combs behind the ears and arranges the back hair in ringlets over the neck. This style is extremely attractive when the period gown is worn. Often long antique earrings matched by short necklaces with pendants are worn with this old-style manner of arranging the hair.

As far as street clothes are concerned, the young girl continues to wear frocks or suits of slender lines and short skirts. However, there is nothing blatant in her manner of wearing clothes as there was some season ago. Hats are worn straight on the head, but the hair is almost concealed beneath the hat.

THIS WEEK'S RECIPE.

COFFEE ICES.

Take a quart of milk and an ounce and a half each of cornflour and sugar. Heat the milk, thicken with the cornflour, add the sugar, and boil well. Beat up two eggs and add them to the thickened milk, stirring quickly all the time until they are cooked. On no account let them curdle. When a good smooth custard is obtained mix with it half the contents of a small tin of evaporated milk and coffee essence to taste. Let the mixture cool, then freeze it in the usual way.



One of the new jumper designs.

ROBE DE STYLE.

THE QUESTION OF THE PICTURE FROCK.

Fashions come and fashions go, but there is one quite remarkable model that keeps popping up at regular intervals: *La Robe à Style*. Are we going to accept it—seriously? Or are we going to continue our present tactics—equating with fussy frills and faintly crinoline outline? Donning *La Robe de Style* on special occasions and these only? Echo answers, "Are we going to accept it seriously?"

Differing in Detail.

You see, one is forced to realise that this particular frock, which is always the same in general outline though vastly different in detail, is sponsored by one of the most successful and influential dress-makers in Paris! It cannot be denied that these frilly frocks are charming when worn by just the right girl. They are not for everyone. Far from that. And in this fact lies their most potent spell. *La Robe de Style* can never become over-popular because it would inevitably make any but "the right girl" look ridiculous. It demands a very slender, not athletic, figure. The little tight bodice, scanty and almost guiltless of trimming, would look grotesque if worn by *une belle femme*. Curves must be absent! Obviously developed muscles must be absent!

FOR THE TEA-TABLE.

Quite the newest idea for a tea-table is a two-tier trolley wagon which, with an easy single movement, collapses into a low tea-table. Being on casters, it can be run into the room already laid, and wheeled out again when finished with.

Tea Service to Match Room.

A tea service to match the scheme of colouring in the lounge or one's boudoir is preferred at the moment. Dainty all-blue, rose, primrose, and even black cups and saucers are seen; while tinted glass is a very up-to-date note. Faithful reproductions of beautiful old Worcester, Derby and Dresden services are also popular.

The right way to serve fruit salads at the tea-table is in the sets of little saucerlike plates specially designed for the purpose, which are handed on a tray with cream and caster sugar. They are of very gay design, often hand-painted.

HATS THAT MAKE FOR BEAUTY.

All the best spring hats of 1927 have one quality in common—they make for beauty! Whether the model be close fitting or wide of brim it is almost certain to be flattering to its wearer—if discreetly chosen.

The wide-brimmed hat of the moment is a delightful affair which is free from exaggeration. But when summer comes we shall find "flops" generally worn. And the genuine flop hat is by no means universally becoming. However, we are just now concerned with models that are simply adorable, so why try to peer into the future?

Picturesque Models This Year.

Let no one imagine that we are going to set aside the "little hat" which has proved so comfortable and becoming. Not so; but we are going to be picturesque as well this year.

Shaded straws are going to be very fashionable. For instance, a wide-brimmed beauty model which expressed purple sweet-pea tints was trimmed simply with a band and jaunty cocarde of dark purple corded ribbon, a tiny diamond arrow thrust through the middle of the cocarde. Another, this time a modified cloche shape, was in satin straw shaded from dark jade to sea-green, with a flat wreath of ivy circling the high crown. This model had been designed to go with a smart black and white tailor-made.

Girls who can successfully wear close-fitting toques of aviator-cap design will rejoice to see chic models made of dull silver or copper lame which boast ear-pads in the guise of Futurist flowers made of glove kid or handpainted organ die. These floral decorations make no pretence to imitate Nature, but are, nevertheless, immensely decorative.

Turban with Hand-Painted Decoration.

Mlle. Spinely, who is a veritable "Princesse de Chic," has just launched a close-fitting turban of glistening silver lame which has a miniature Japanese landscape painted across the forehead-band. The little picture was executed by a very famous Japanese artist in Paris.

These close-fitting turban-toques are in great favour with our chic

VERY BECOMING.



A dainty and useful gown in lace and satin as described by Joan.

There's a new invention for shoulder straps of adjustable type. Straps of silver or ribbon have round loop clasps of silver at the ends which fasten into loops on the bodice of the garment. The ribbon strap on the ready-made garment is cut off about half an inch from its base and a button hole loop is used as a finish. One can buy the shoulder straps ready made with silver jewellery clasps which clasp through button hole loop of the garment.

Parisiennes. For that reason they are not likely to go out of fashion for some time to come, but they do not come under the heading "Beauty Hats" because they are very difficult to wear successfully.

A BLOND SPANISH QUEEN.



Do blonde make good Spanish queens? St. Augustine, Florida, thinks so, for Miss Ruth Graham, a blond from Florida, was chosen to preside over the annual Ponce de Leon

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, April 7.
Here are shoes! Some of them are of a kind for which the average woman has very little use, but they are interesting, and I will describe them to you just to illustrate the trend of footwear this season. At the top we have a dainty pump of rose linen embroidered in silk in dull green and pale rose. This is ideal wear for a garden-party with a pink gown, and might later be utilised for evening wear, so I don't think we need rule this particular model out as impracticable. This remark also emphatically applies to the second shoe, which is black satin, piped with gold and ornamented with a gold buckle and strap, and is a most alluring creation. Number three is a Spanish model of grey kid and lizard, and excellent as a smart walking shoe, provided that you aren't going to "live" in it, and that you have several changes. Next in order we have an evening sandal in brocade of beige, gold and rose and trimmed with gold kid. This specimen of the cobble's art, needless to remark, was not cheap. To the last shoe of brown kid and lizard I would apply the same remarks as I made about the grey kid one.

You will have noticed my tendency—born of necessity—to suggest frocks with convertible tops and so on. Well, although in this case the artist hasn't suggested it herself, I must point out that I see the possibility of two frocks in one. In the first place you can have a plain lace frock with a square neck and plain straight shoulder straps, and the kind which never becomes of the kind which never becomes

and shoulders; and in the second you have the detachable "harness" of soft satin which transforms the frock into something entirely different. The more I look at the design the less reason I see for not making this satin part optional.

And now for Madeleine's little jumper frock. You will see that it confirms my prognostication of a return to frills and fluffiness. There are buttons and bows and a jabot of sorts, in fact all the jig-twags which used, several years ago, to be considered indispensable adjuncts to a blouse. Here the lovers of the ornate in dress have their chance.

Is that So.

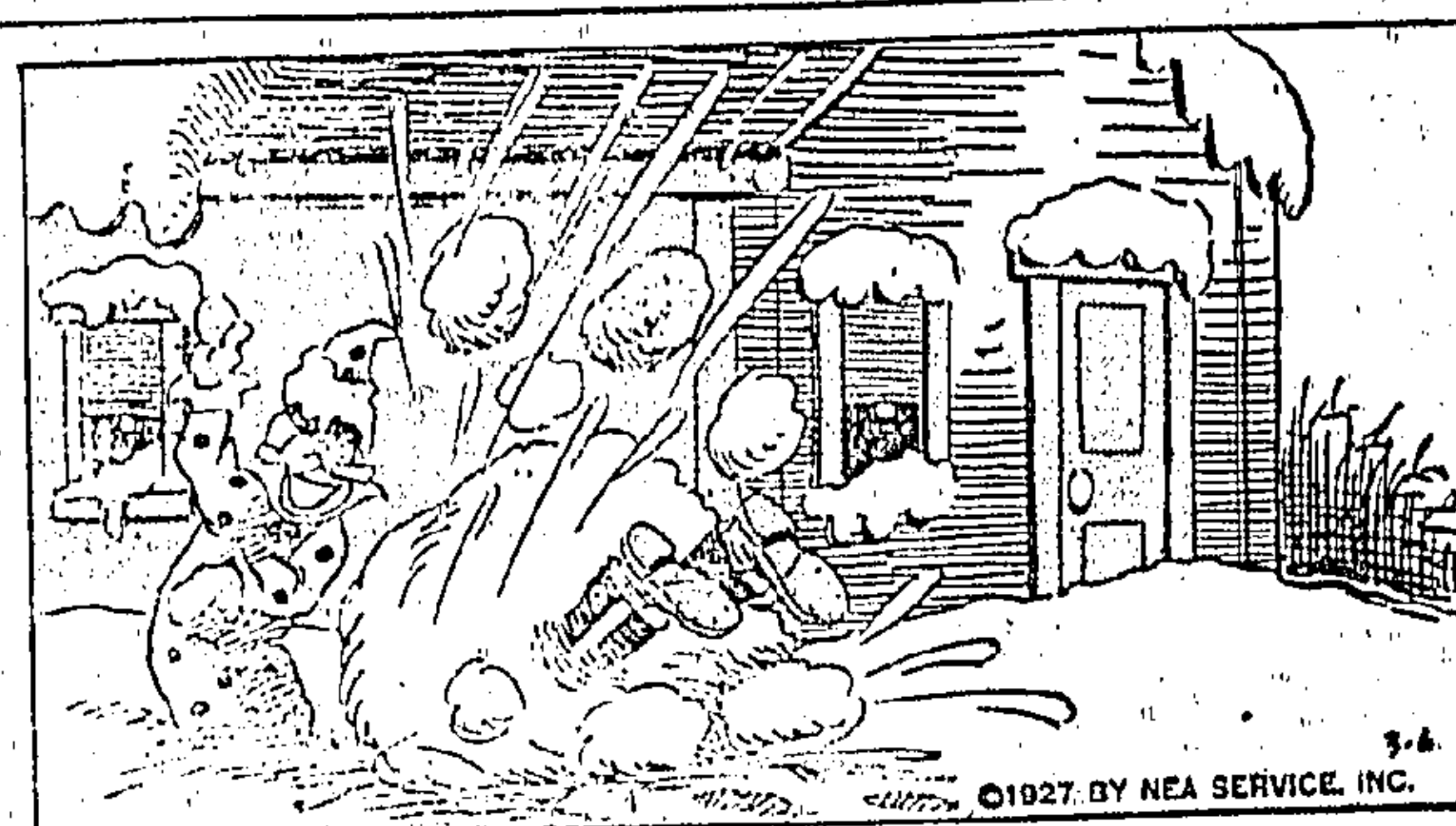
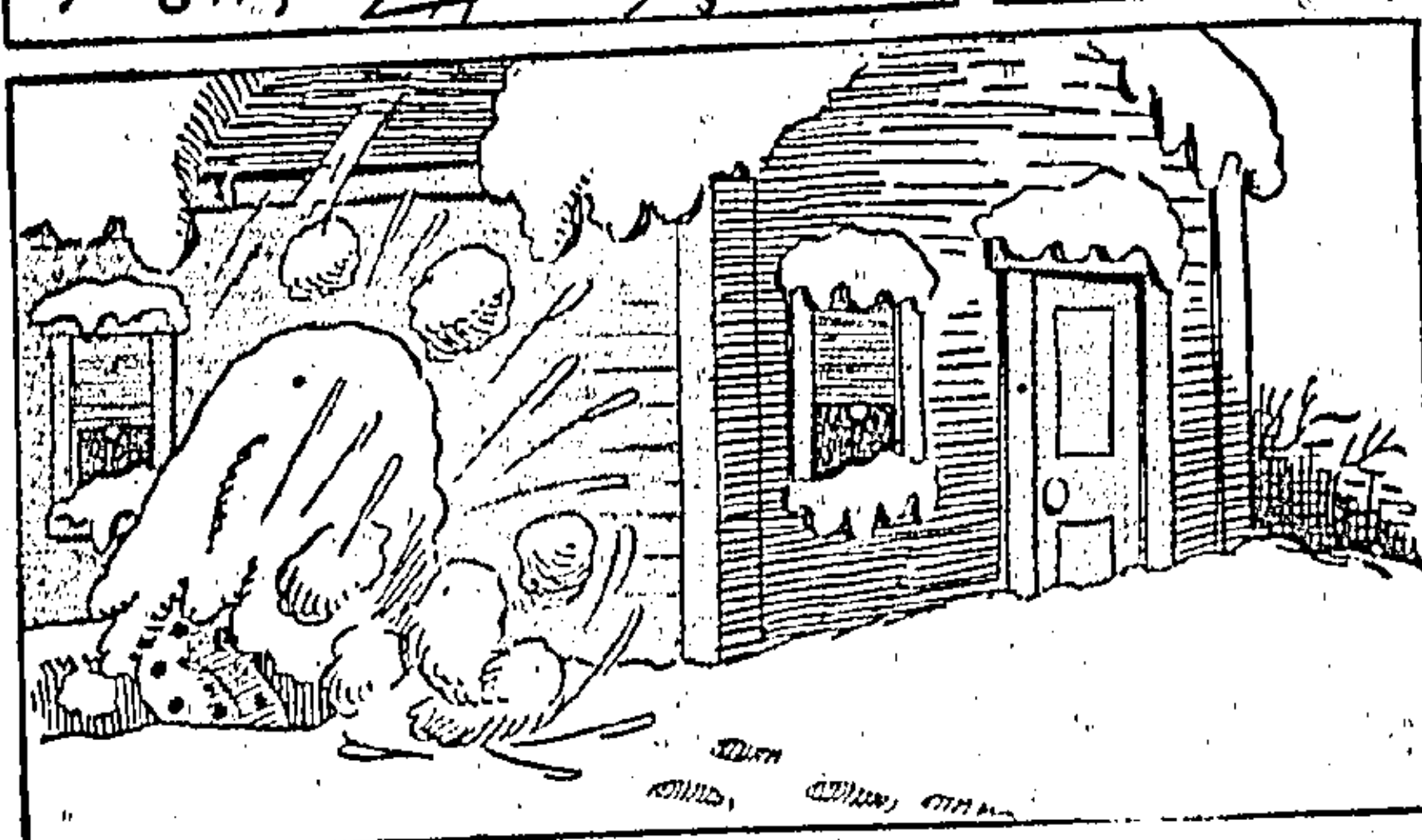
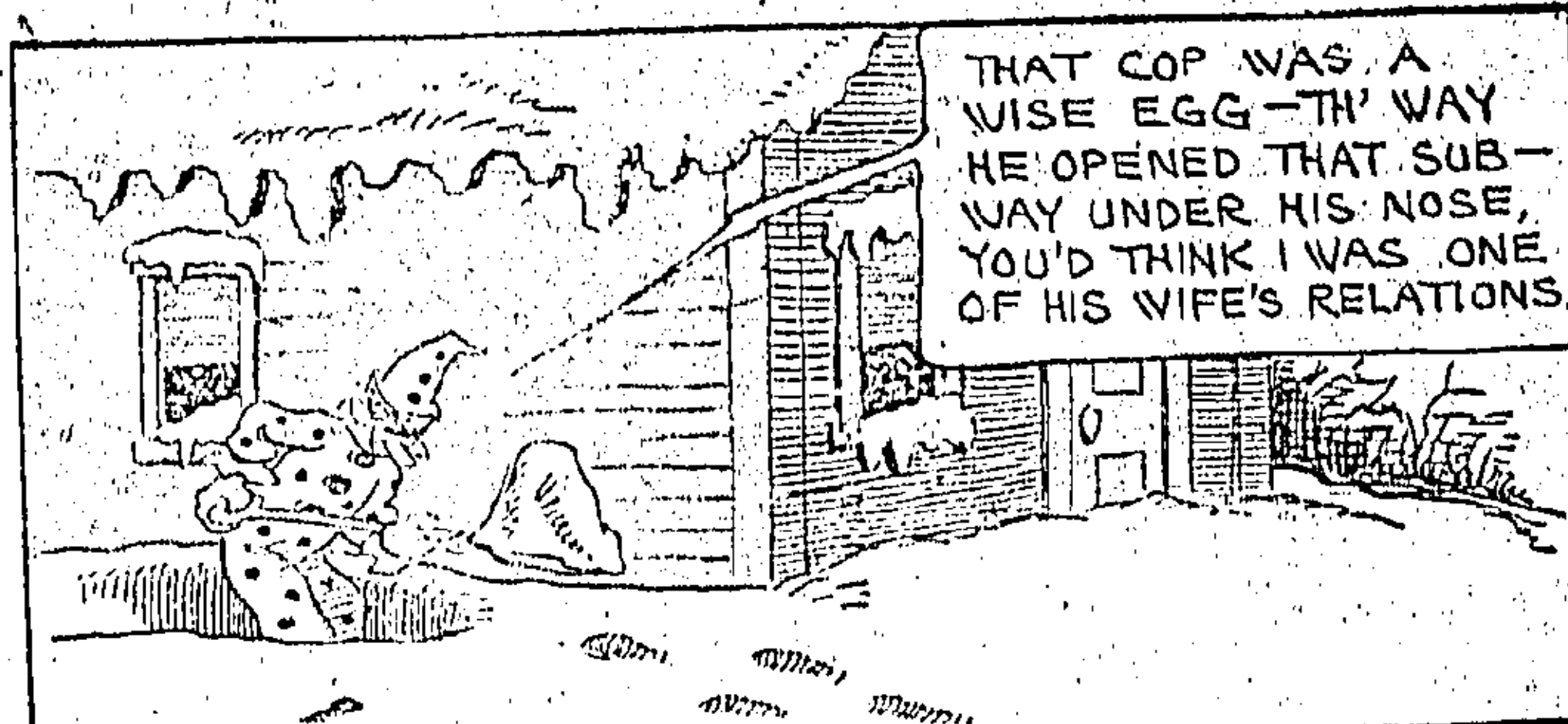
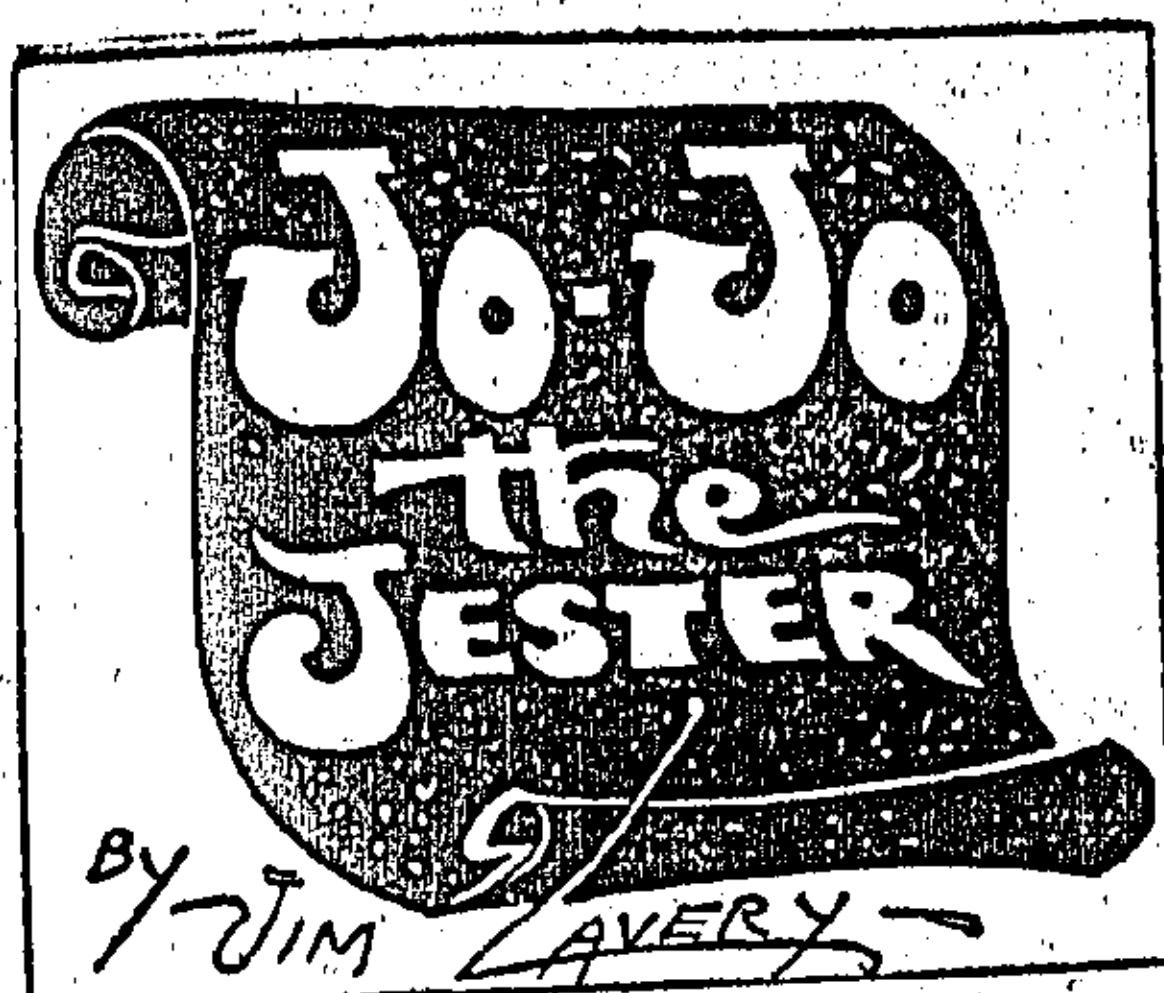
We are, as you know, to have a British Hollywood, and have set out with a committee of experts on the subject. Sir Hall Caine, whose picture our artist has drawn for you this week, is interesting himself in the matter. As a writer of books, I should think he feels he has a distinct stake in the claim, because if I had published successful novels, I should certainly want

filmland before I permitted them to appear on the "silver screen." As a Dickens enthusiast, I once sat through a film which interested me vaguely and reminded me of nothing I had ever encountered before in the way of literature. "Somewhere towards the end, by the aid of 'captions' I discovered that the picture was 'Great Expectations' by 'Charles Dickens' (small type for the latter of course) I was going to say how annoyed the great man would have been...but of course he wouldn't have recognised it either!

Now there is in existence one little house, which was opened by the Lord Mayor this week, with forty-five beds. No questions are asked of the vagrant woman who applies for a bed for one night (long stayers are not encouraged, because this would be the negation of the "vagrant" idea) and the business is nonsectarian. So long as there is a vacant bed, a lamp shines outside to indicate the fact, and for one shilling a woman can get a night's rest, a warm bath and a cup of tea in the morning. This little house is in the heart of Bloomsbury, and it was an old poetry bookshop where young poets and "intellectuals" foregathered to "remould this sorry scheme of things entire." I think it has been left to a woman to do a bit of practical remoulding, however, and if you had inspected this house, as I did, and noted the entire absence of anythingavouring of the "institutional" and "well-bred" nature, you would take off

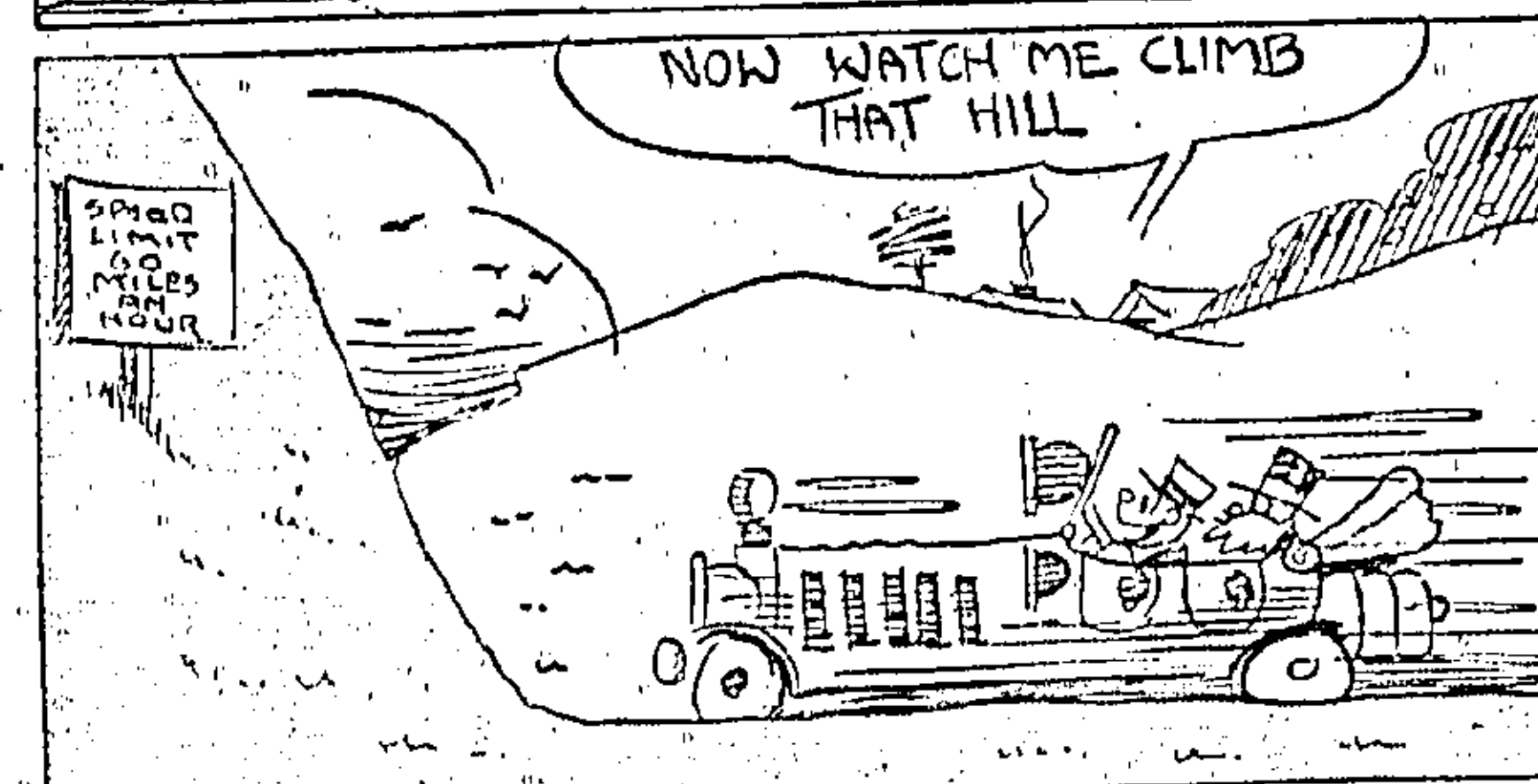
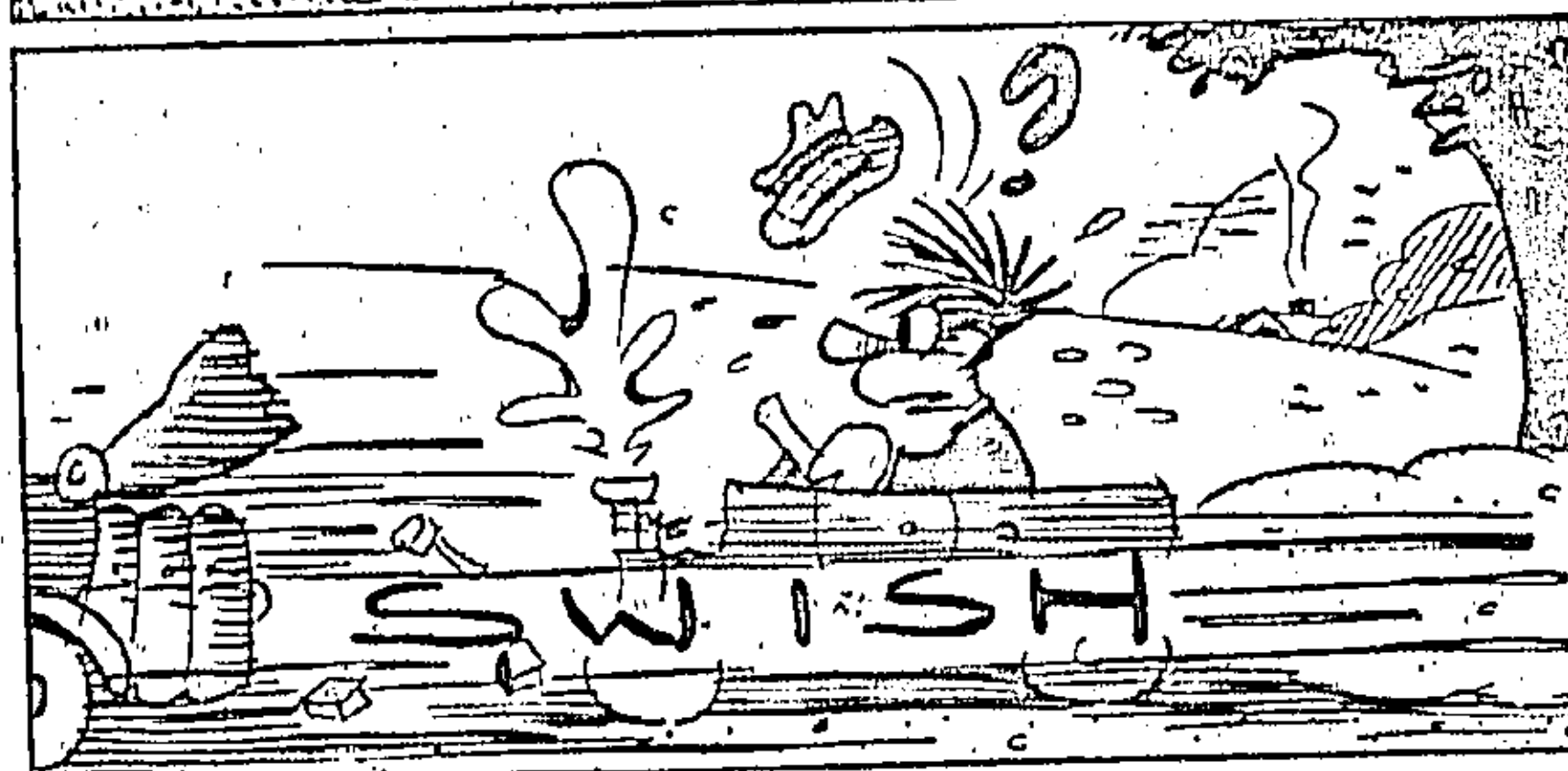
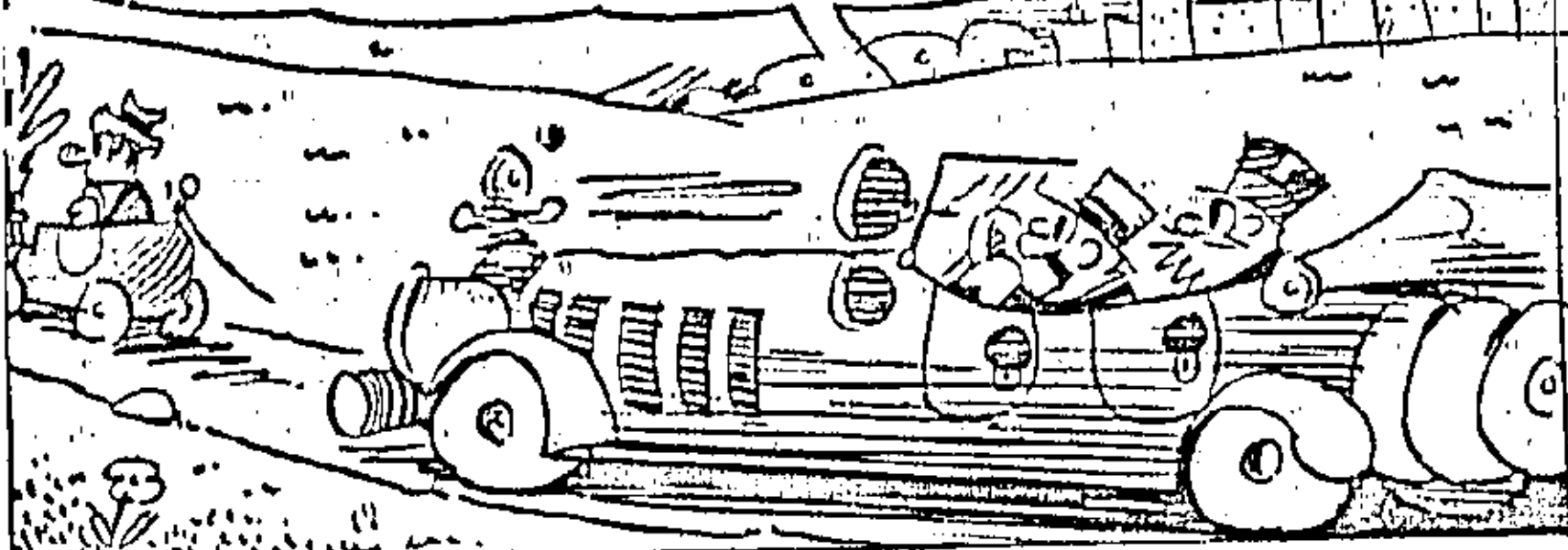


Miss Virginia Waller, of Cancy, Kansas, has been chosen queen of the annual Tulsa, Rose-Carnival and this picture seems to prove the judges were men of wisdom. But Miss Waller is very smart as well as beautiful. As a student in Kansas State Agricultural College she has been presented with a sorority ring awarded each year to the student making the best scholastic record among the 2,500 girls of the institution.

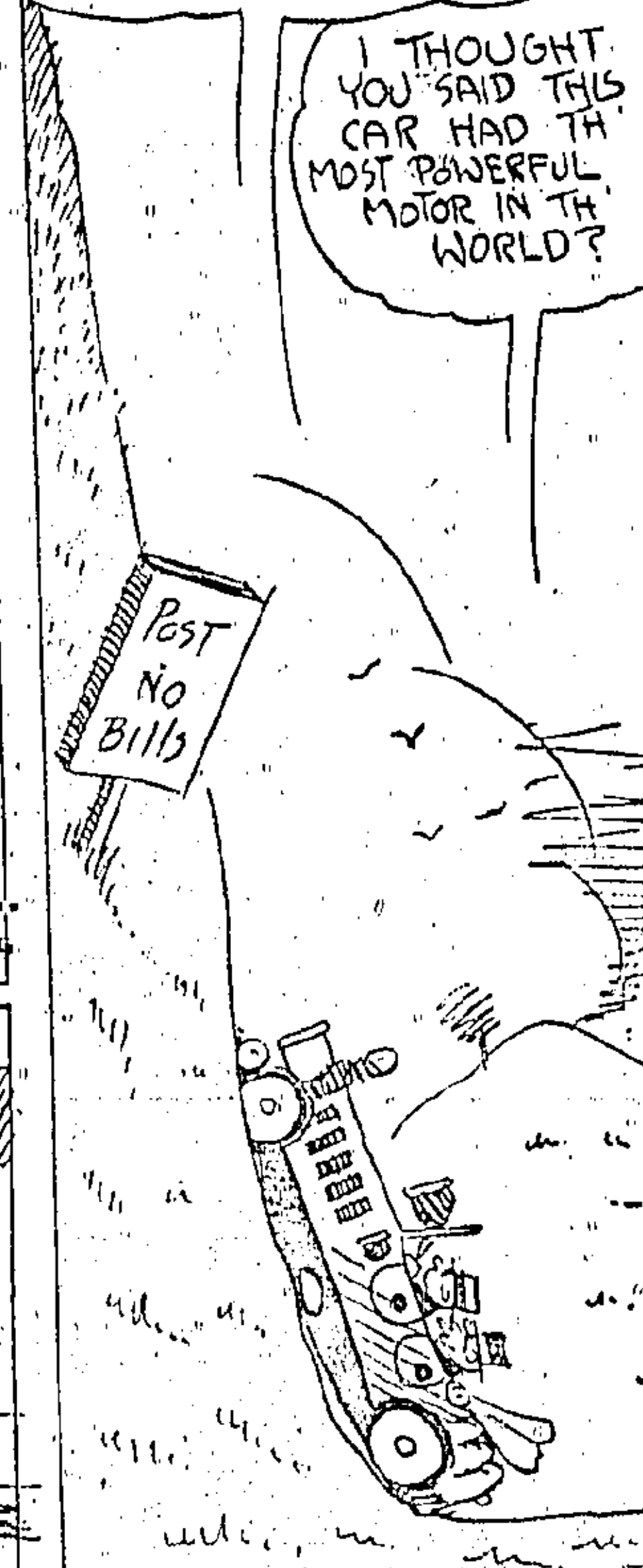


SALESMAN SAM

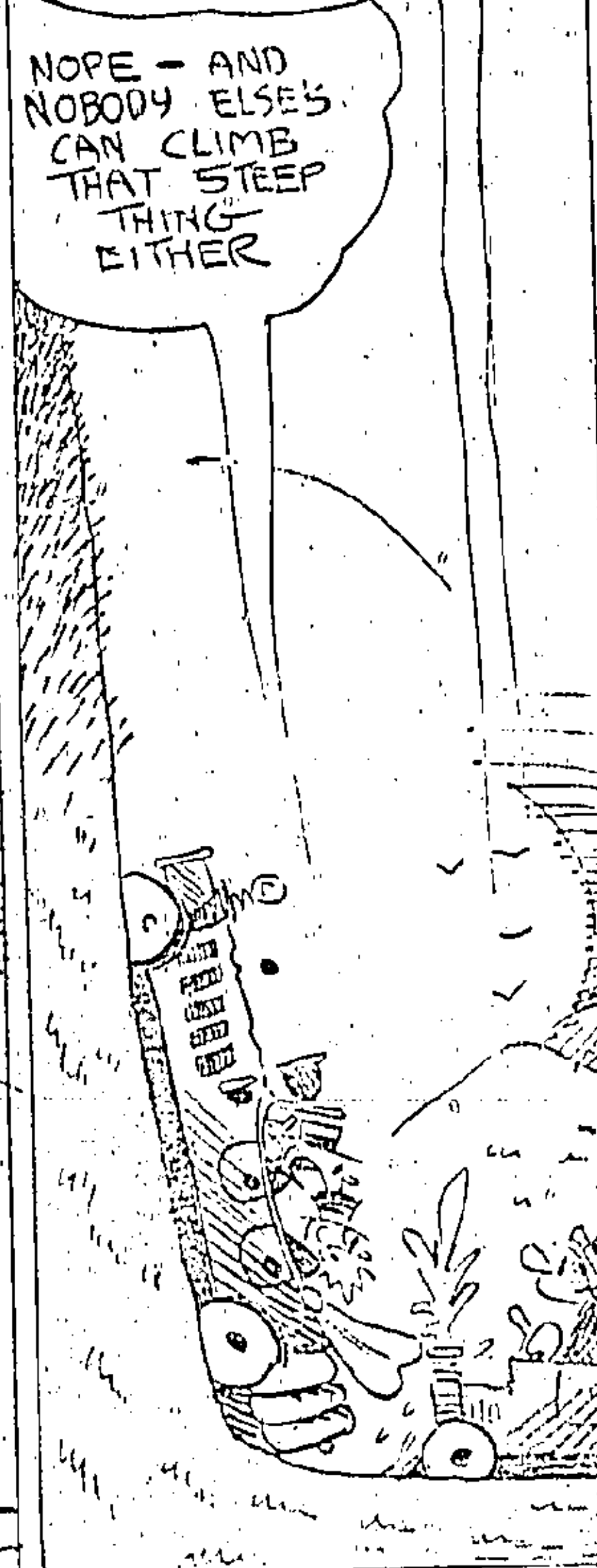
YOU CAN'T GO WRONG WITH THIS CAR, SIR - WATCH ME PASS THAT JUNK-PILE AHEAD OF US A MILE A MINUTE



DAWGONIT - IT CAN'T MAKE IT - IT'S TOO STEEP - NO CAR CAN CLIMB THAT

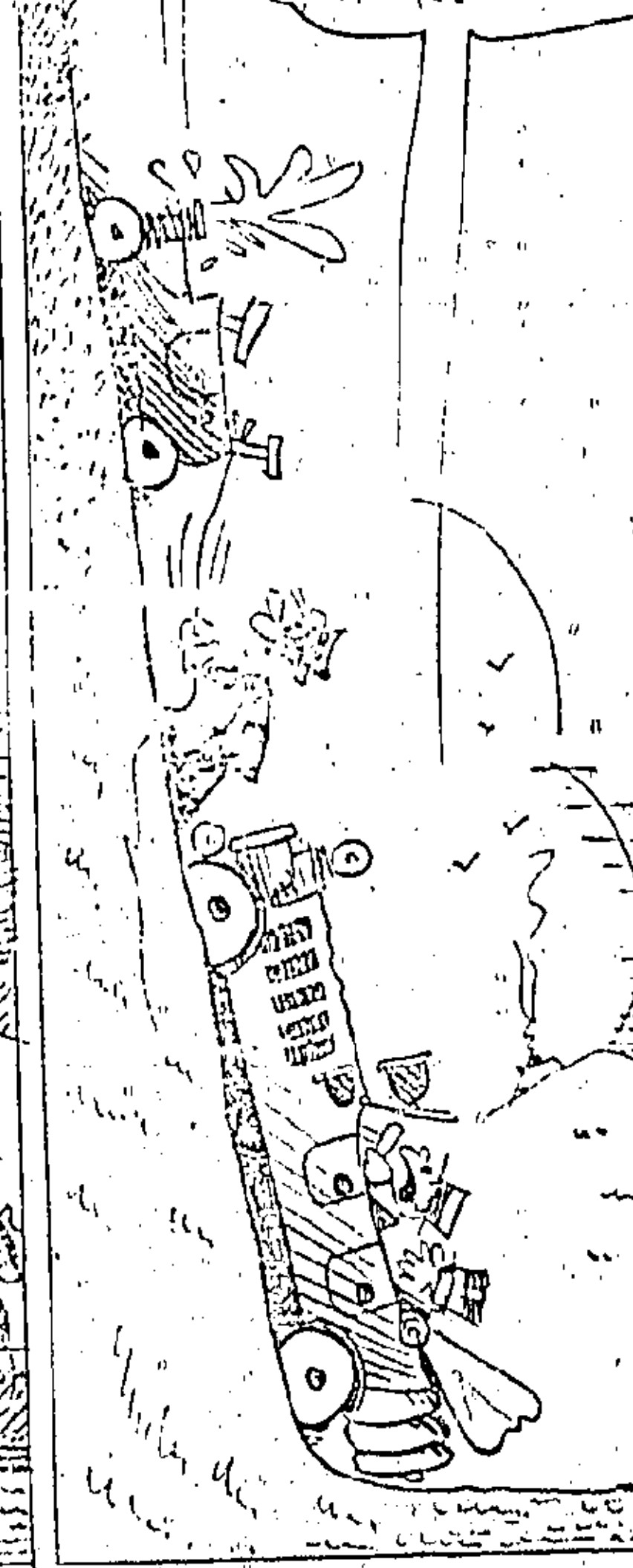


S'MATTER? CAN'T YOUR BUS CLIMB THAT HILL?



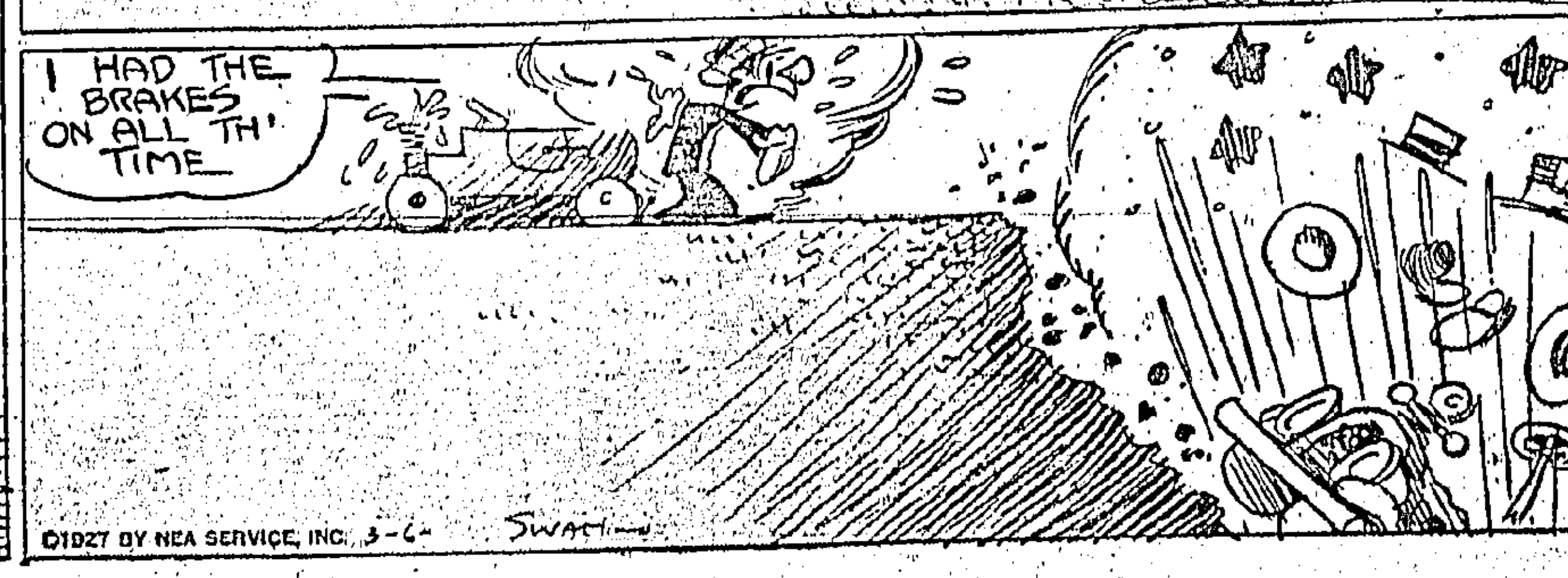
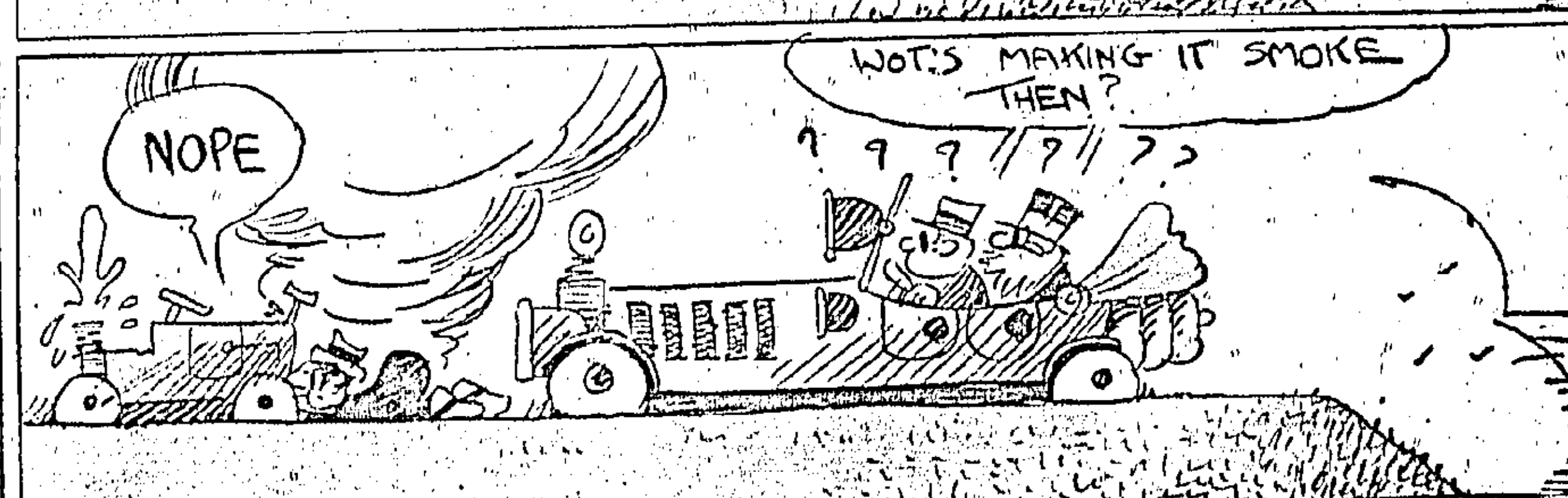
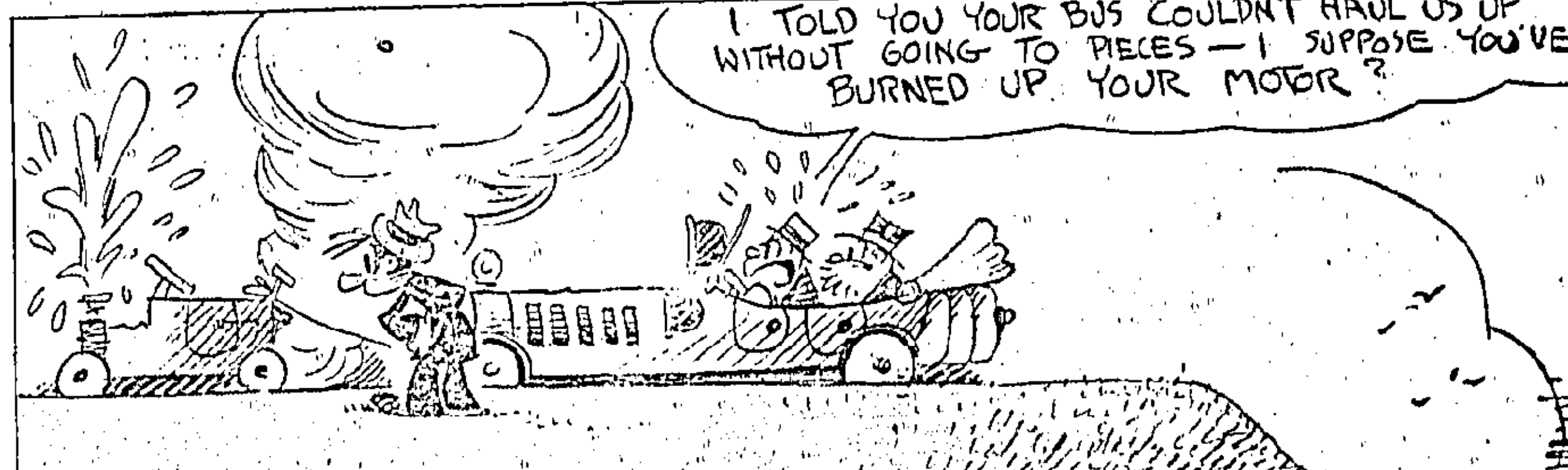
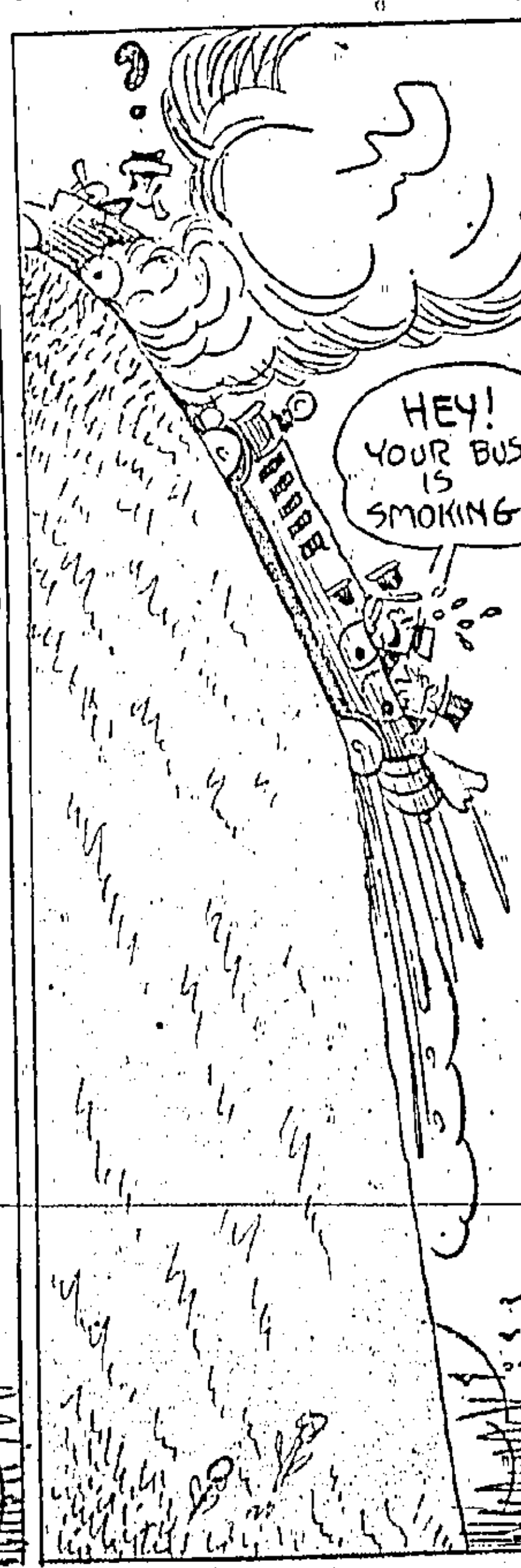
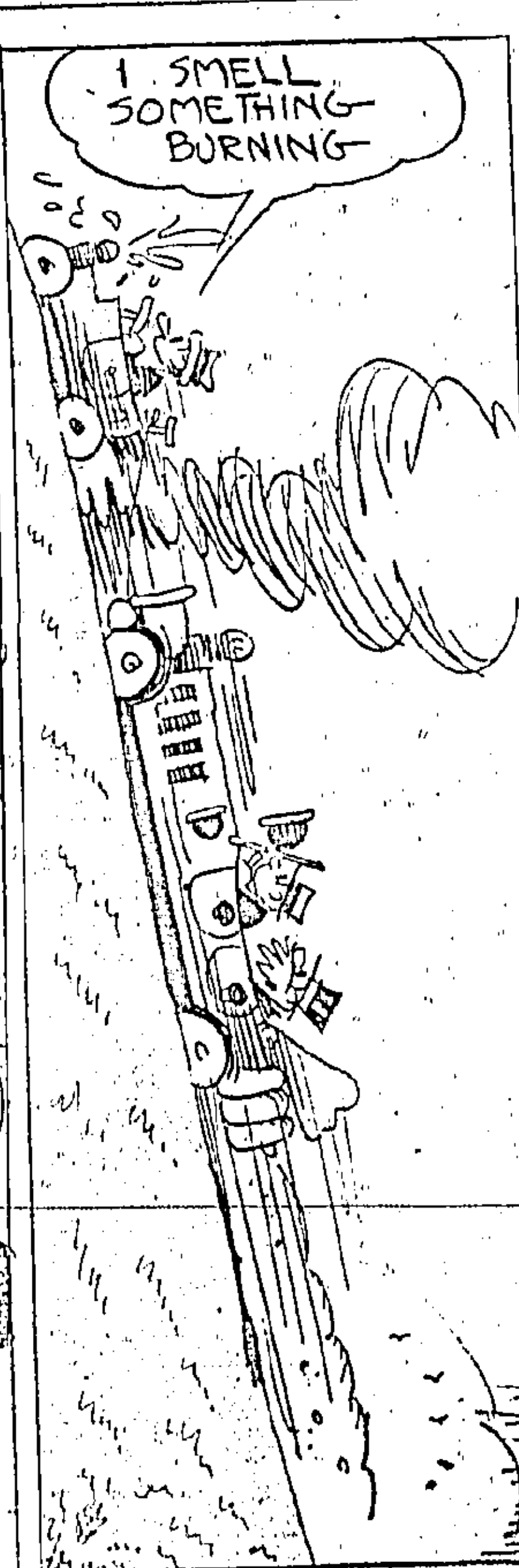
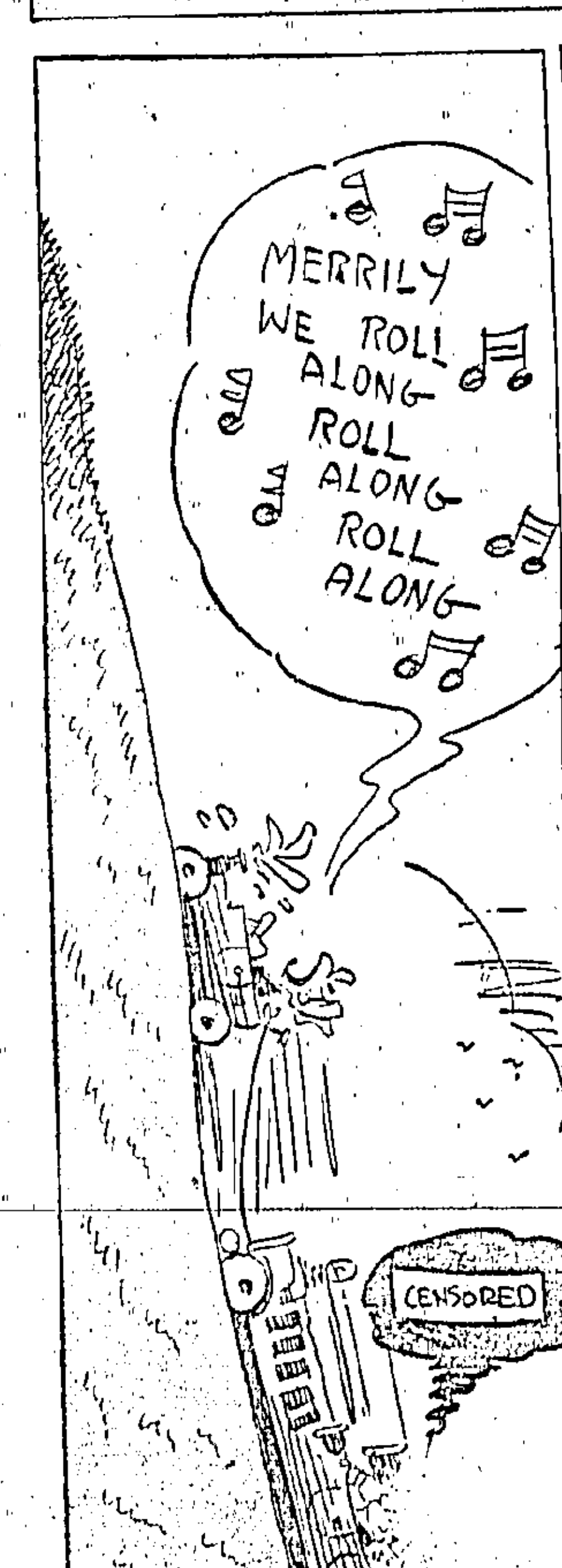
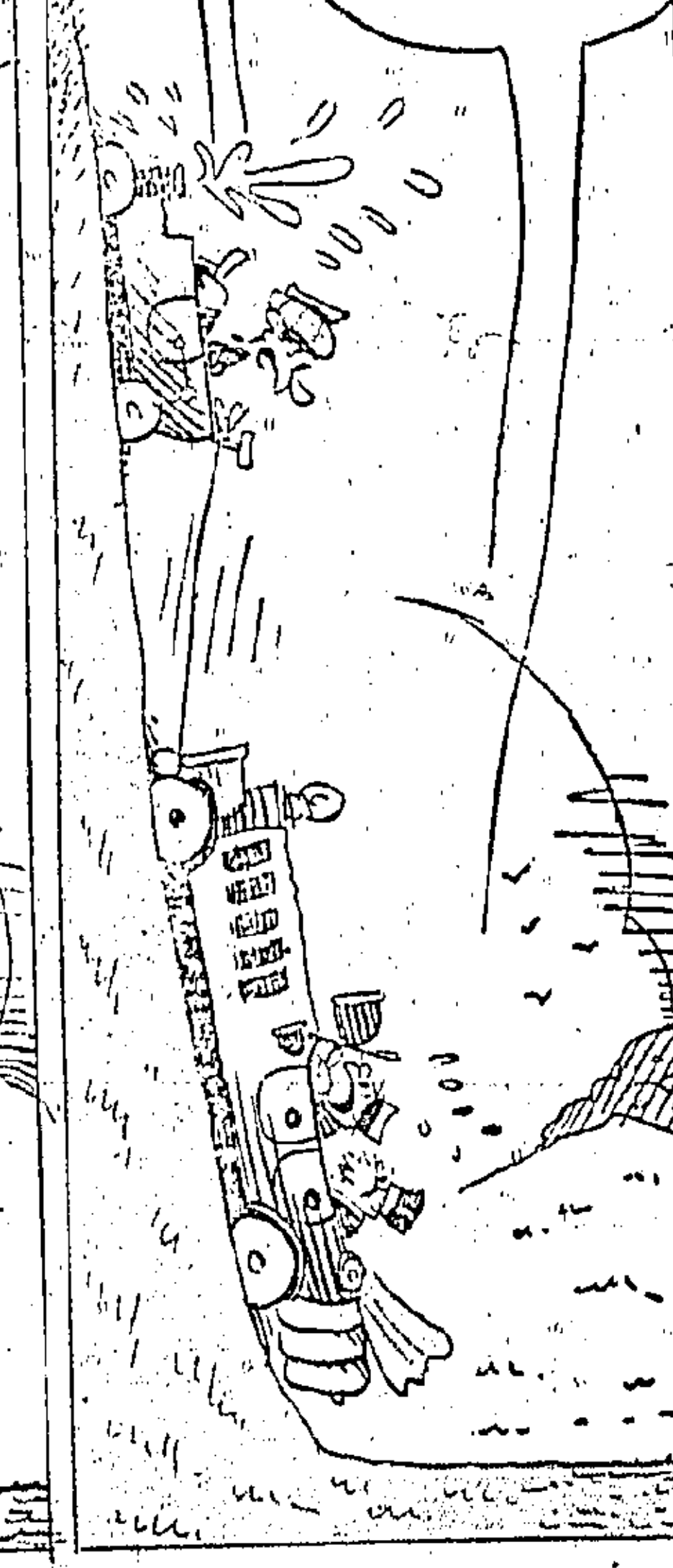
I'LL PULL YOU UP

WHAT!! YOU PULL THIS HEAVY CAR UP WITH THAT PIECE OF JUNK! - WHY, YOU CAN'T EVEN CLIMB IT YOURSELF



ARE YOU READY?

GO AHEAD - BUT DON'T BLAME ME IF YOU WRECK YOUR CAR



WHITEWAYS FOR STANDARD VALVE

THE WORLD OF SPORT

COUNTY CRICKET.

HAMMOND'S GREAT SCORING.

WARWICKSHIRE RECOVERY.

The feature of the County Cricket matches just concluded, was Warwickshire's magnificent recovery against Middlesex after they had been forced to follow on, and the brilliant exhibition of Hammond for Gloucester against Lancashire. In the first innings he scored 99 and in the second he knocked up 187 before he lost his wicket.

Sussex and Essex both gained capital victories on foreign soil. The principal individual performances follow:

Batting.	
Hammond (Gloucester)	187
Kilner N. (Warwick)	157
Hendren (Middlesex)	156
M. L. Page (N.Z.)	134
Smith (Warwick)	132
T. Arnott (Gloucester)	125
O'Connor (Essex)	107
C. H. Dawson (Cambridge) ..	107
F. Senbrook (Cambridge)	106
Bowley (Sussex)	102
Tate (Sussex)	99
Hammond (Gloucester)	92
Bowling.	
Macdonald (Lancs.)	7 for 82
Shipman (Leicester)	5 for 36
Haig (Middlesex)	5 for 58
Tate (Sussex)	4 for 43

BRILLIANT RECOVERY.

Warwickshire Surprise Middlesex.

London, May 20.
Forced to follow on against Middlesex at Lord's, Warwickshire made a wonderful second innings effort and actually declared with six wickets down.

Middlesex gained five points for a lead on the first innings, in the course of which Hendren made his first century of the season. The scores were:

Middlesex: 490 (for 9 wks. decd.) and 70 (for 10 wks.).

Warwick: 237 and 507 (for 6 wks. decd.).

Middlesex set the visitors a formidable task. Lee scoring 65, C. D. Gray 81, Hendren 156, and N. Haig 67.

Haig took five wickets for 53 runs in the Warwickshire first innings, which fell short of the Middlesex total by 253 runs. Quaife made 66 not out.

Following on Warwick made a magnificent recovery. Normin Kilner and Smith, the wicket-keeper both reached three figures. Kilner hit up 167, and Smith scored 132, while when the declaration was made Croom had scored 75 not out.

Middlesex made 70 without loss in the closing stages.

HAMMOND BRILLIANT.

Magnificent Batting Against Lancashire.

Although Gloucester were defeated on the first innings of their drawn match with Lancashire at Manchester, the feature of the game was the magnificent batting of Hammond, the young Gloucester professional. He missed scoring a century in each innings by one run only. In the first innings Hammond scored 99, and in the second he hit up 187 before he was defeated.

Hammond has been showing remarkable form with the bat, his most recent century being his fourth of the season. Against Yorkshire he made 145, against Surrey he made 108 in the first innings and 128 in the second.

The scores of the match just concluded were:

Gloucester: 235 and 510.
Lancashire: 336.

Gloucester batted first. Hammond scored 99, no other player reaching the half-century. Macdonald took seven wickets for 82 runs.

In reply, Lancashire established a lead of 101. Hallows making 79, and L. Green, the captain, scoring 57 not out.

Lancashire's advantage was quickly disposed of. Dipper and Hammond in partnership restored the balance before Dipper lost his wicket with his score at 78. Hammond went on to make 187 in brilliant fashion, while Parker made 53. Lancashire did not bat a second time.

GLAMORGAN'S GREAT EFFORT.

Just Fall Short of Surrey Total.

Needing 412 runs to win, Glamorgan made a fine effort against Surrey at the Oval, scoring 376 in their second innings and losing by only 37 runs.

The scores were:
Surrey: 297 and 369.
Glamorgan: 254 and 375.

In Surrey's first innings, A. Jenocke made 75, Andy Ducat 54, and P. G. H. Fender scored 56.

N. V. H. Riches and T. Arnott scored 82 and 57 respectively in the Glamorgan first innings.

Even batting put Surrey in a strong position. Sandham (57) Shephard (56), Ducat (54) and Peach (56) were the principal contributors.

Arnott was again in form with the bat, and he compiled his first century of the season, scoring 126. D. Davies made 50, and T. Clay made a great effort being not out with 51 to his credit when the last wicket fell.

Sussex and Essex both gained capital victories on foreign soil. The principal individual performances follow:

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Warwick: 237 and 507 (for 6 wks. decd.).

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Hammond has been showing remarkable form with the bat, his most recent century being his fourth of the season. Against Yorkshire he made 145, against Surrey he made 108 in the first innings and 128 in the second.

The scores of the match just concluded were:

Gloucester: 235 and 510.
Lancashire: 336.

Gloucester batted first. Hammond scored 99, no other player reaching the half-century. Macdonald took seven wickets for 82 runs.

In reply, Lancashire established a lead of 101. Hallows making 79, and L. Green, the captain, scoring 57 not out.

Lancashire's advantage was quickly disposed of. Dipper and Hammond in partnership restored the balance before Dipper lost his wicket with his score at 78. Hammond went on to make 187 in brilliant fashion, while Parker made 53. Lancashire did not bat a second time.

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U.S. STARS' TOUR.

MATCHES PLAYED IN FRANCE.

Paris, May 20.
At Saint Cloud, 8,000 people watched with the greatest interest the match between Tilden and Hunter and the French lawn tennis stars. The matches were played on Davis Cup lines.

Tilden beat Lacoste, 6-4, 7-5, but Borotra beat Hunter, 4-6, 6-4, 6-4.

Borotra and Hunter played moderate tennis, while the match of the day did not fulfil expectations, as it was not anticipated that Lacoste would lose in straight sets. Tilden, if anything, has improved since his last visit. He sends over a greater proportion of fast or tempting balls, and uses a perfect cut-shot which drops dead sharp at the net.—Reuter.

ABE MITCHELL UNWELL.

UNABLE TO MAKE AMERICAN VISIT.

London, May 20.
Acting on medical instructions, Abe Mitchell will not be going to America for play in the Ryder Cup match on June 10-11, at Worcester, Massachusetts.

Mitchell is suffering from acute indigestion, but should be able to compete in the big golf tournaments later in the season.—Reuter.

THE DAVIS CUP.

DANISH WIN AGAINST BRITAIN.

London, May 20.
At Harrogate, playing in the Davis Cup contest in the doubles, Work and Ulrich (Denmark) beat Gregory and Godfree (Britain), 6-4, 1-6, 6-2, 7-5.—Reuter.

AEROPLANES AND THINGS.

MEDICINE VENDORS TALK TOO MUCH.

Charging an aged Chinese and his daughter with causing an obstruction at Kau U Fong, Detective Sergeant Carey at the Police Court this morning stated that they were selling Chinese medicine, and had drawn a crowd of about two hundred around them.

According to the practice of these hawkers, they were indulging in a deal of oratory, but that was not wrong so far as it went. However, the offenders in this case went one step further, and boasted their goods at the expense of English medicine and surgery.

They told the crowd that they should abandon foreign medicine, which was no good, and use their own medicine, which had cured many people who "ot hurt in the recent fights between labour guilds at Canton.

There was also talk of aeroplanes and other things, and it was all foolish talk, added Sergeant Carey.

Defendants were each fined \$5, or seven days.

while in the second venture Dawson contributed 107.

Oxford Defeated.

Playing at Leicester, the home County team won against Oxford University by 208 runs. The scores were:

Oxford, 178 and 125.
For Leicester, Astill made 54, Bradshaw 53 and Geary 50.

McCallis took five wickets for 70 runs. In Leicester's second innings, Astill made 56.

For Oxford, Newman with 62 and P. Cazalet with 62 were the highest scorers. Shipman took five wickets for 36 runs.—Reuter.

WOMEN'S POINT TO POINT RACES.



Miss L. St. Maur, riding Bron (centre), taking the last fence to win in a close finish the Ladies' Race at the Point-to-Point races at Kingston Deverill, Wiltshire.

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LOWRY'S MEN.

HAPPY COMBINATION OF YOUTH AND ENERGY.

Many M.C.C. teams have visited New Zealand with excellent results to the game there, but it is confidently expected that the tour recently started in England will have even better results. To this end veterans have been excluded from the team, which should prove an attractive combination of youth and energy.

T. C. Lowry, the captain, is well known in England as a former captain of Cambridge. He has already scored centuries for and against New Zealand—for the M.C.C. against the Dominion and for the Dominion against South Australia. It remains to be seen whether he will complete the circle with a century against the M.C.C., captained probably by Mr. Lowry's brother-in-law, Mr. A. P. F. Chapman.

C. C. Daer, the vice-captain, is captain of Auckland, the champion New Zealand province, and is a delightfully aggressive batsman whose methods will appeal to English spectators as much as Lowry's. R. C. Blunt, the sole representative of Otago, is expected to prove the best batsman of the tour. He has been scoring centuries with commendable consistency throughout the New Zealand season, including three in succession against Warwick Armstrong's Melbourne Cricket Club team.

His partner in one first-wicket stand of 257 was M. L. Page, a Canterbury batsman in spite of the fact that he lives in the country and has little chance of regular practice.

The surprise selection of the tour was W. E. Merritt, who was not even nominated by his province, Canterbury, when the first list of names was sent in to the selectors. A "goofy" bowler, he came into prominence so late that he had to give a special exhibition before one of the selectors who had never seen him play.

K. C. James, second in the Wellington batting averages to T. C. Lowry, will share the duties of wicket-keeper with his captain. Rowntree, the best New Zealand wicket-keeper, was not selected owing to his age.

There are no confirmed stone-wallers in the New Zealand team. They will all be anxious to make runs or get out.—Daily Mail.

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Paid CapitalFr. 68,000,000.00
Reserve FundFr. 80,354,518.10

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CH. LEM, Manager.
Hongkong, 26th February, 1927.

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Subscribed Capital£2,500,000
Paid-Up Capital£1,000,000
Reserve Fund and Profit£1,445,000

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Every description of banking and exchange business transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.
Hongkong, 26th February, 1927.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1880.)
Capital (fully paid up)Y. 100,000,000
Reserve FundY. 92,500,000

BRANCHES AND AGENTS AT:
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HEAD OFFICE: YOKOHAMA.
Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
G. L. C. SANDES, Manager.
Hongkong, 11th March, 1927.

THE HO HONG BANK, LTD.

(Established 1917.)
CAPITAL
Authorized Capital\$20,000,000
Paid-Up Capital\$10,000,000
Reserve Fund\$10,000,000

BRANCHES AND AGENTS AT:
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HEAD OFFICE: SINGAPORE.
Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
Every description of Banking and Exchange business transacted.
KO LEUNG JOE, Manager.
Hongkong, 11th March, 1927.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$10,000,000
Paid-Up Capital\$10,000,000
Reserve Fund\$10,000,000
Reserve Liability of Proprietors\$10,000,000

HEAD OFFICE: HONGKONG.
Hon. Mr. D. G. M. Bernard, Chairman.
A. H. Compton, Esq., Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq., N. S. Brown, Esq., T. G. Wall, Esq., W. L. Patterson, Esq., H. P. White, Esq.

Acting Chief Manager:
Hon. Mr. A. O. Hynes

BRANCHES:
AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOBÉ, MANILA, SHANGHAI, SINGAPORE, SOERABAYA, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 7th April, 1927.

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The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

THE HONGKONG SHANGHAI BANKING CORPORATION.
A. C. HYNES, Acting Chief Manager.

THE BANK OF CANTON, LIMITED.

Established 1912.
HEAD OFFICE: HONGKONG.
Authorized Capital (Hong Kong)\$11,000,000.
Paid-Up Capital (Hong Kong)\$6,664,200.
Reserve Fund (Hong Kong)\$10,000,000.

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Foreign exchange and Banking business of every description transacted.
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LOOK POON SHAN, Chief Manager.
Hongkong, 18th February, 1927.

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Head Office: 11, Queen's Road, Central, Hongkong.
Authorized CapitalGulden 100,000,000.
Paid-Up CapitalGulden 80,000,000.
Reserve FundGulden 21,117,840.
Special ReserveGulden 12,500,000.

BRANCHES:
Amsterdam, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

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O. STEENSTRA, Manager.
Hongkong, 23rd March, 1927.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—HONGKONG.
10, Des Voeux Road, Central, Hongkong.
Authorized Capital\$10,000,000
Paid-Up Capital\$5,000,000
Reserve Fund (1926)\$1,000,000

BRANCHES AND AGENTS AT:
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

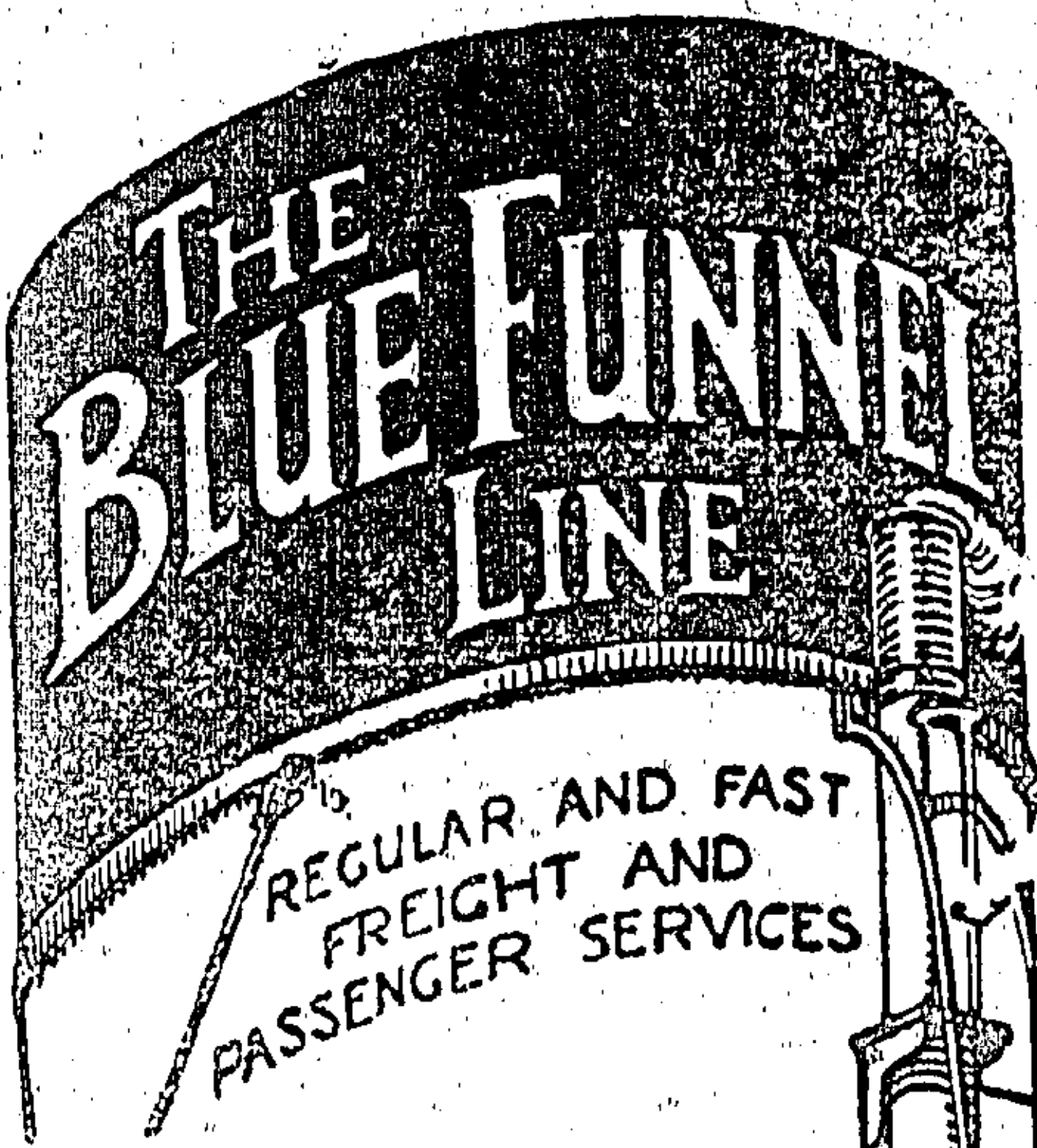
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Every description of Banking and Exchange business transacted. Loans granted on approved securities.
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KAN TONG FO, Chief Manager.
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Reserve FundY. 92,500,000

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 "DIOMED" 14th June, Marseilles, London, R'dam, Hamburg & Hull
 "SARPEDON" 29th June, Marseilles, London, R'dam & Glasgow
 "AUTOMEDON" 12th July, Marseilles, London, R'dam & Hamburg
 *Call at Casablanca.

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 "CANEA" 15th July, Genoa, Havre, Liverpool & Glasgow
 "ANTIOCHUS" 15th Aug, Genoa, Havre, Liverpool & Glasgow

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 "TALYBIUS" 6th June, Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ELPENOR" 5th June, New York, Boston & Baltimore
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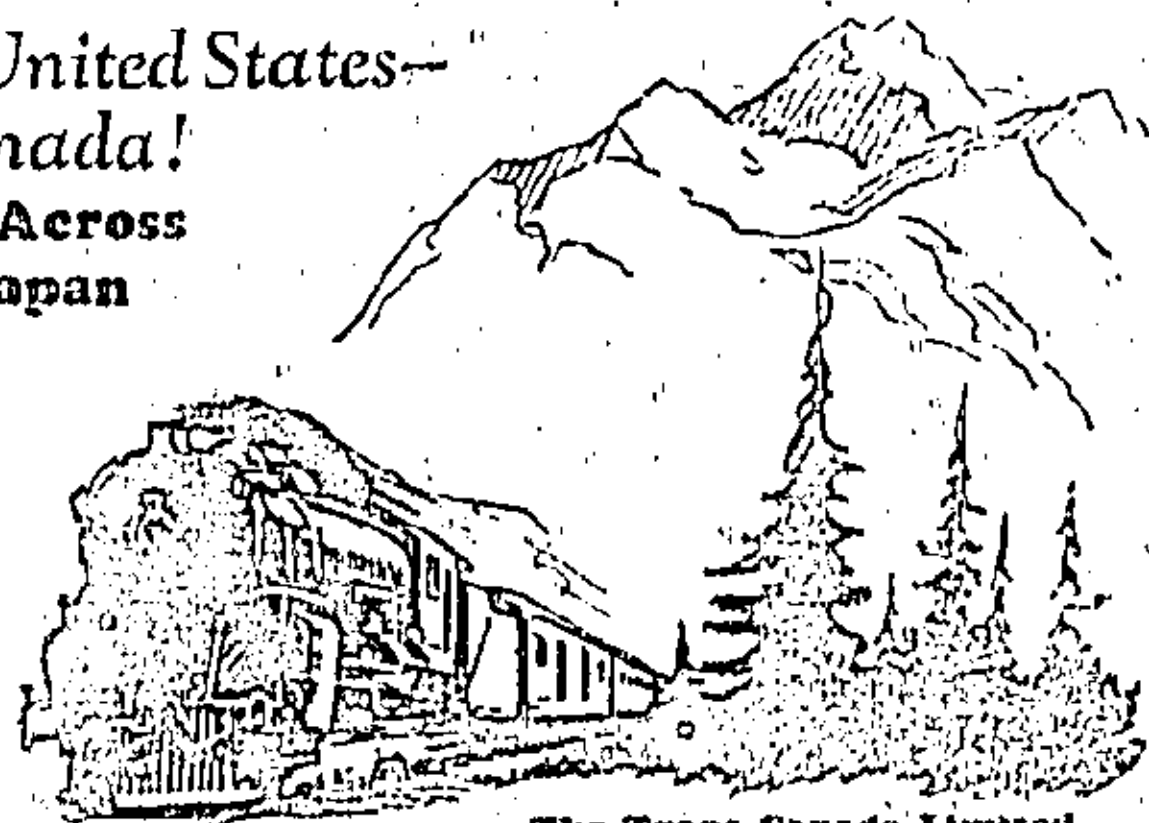
"SARPEDON" 26th May, S'hai, T'iao, Weiwei, Taku Bar & Dairen
 "AENEAS" 31st May, Singapore, Marseilles & London
 "SARPEDON" 29th June, Singapore, Marseilles & London
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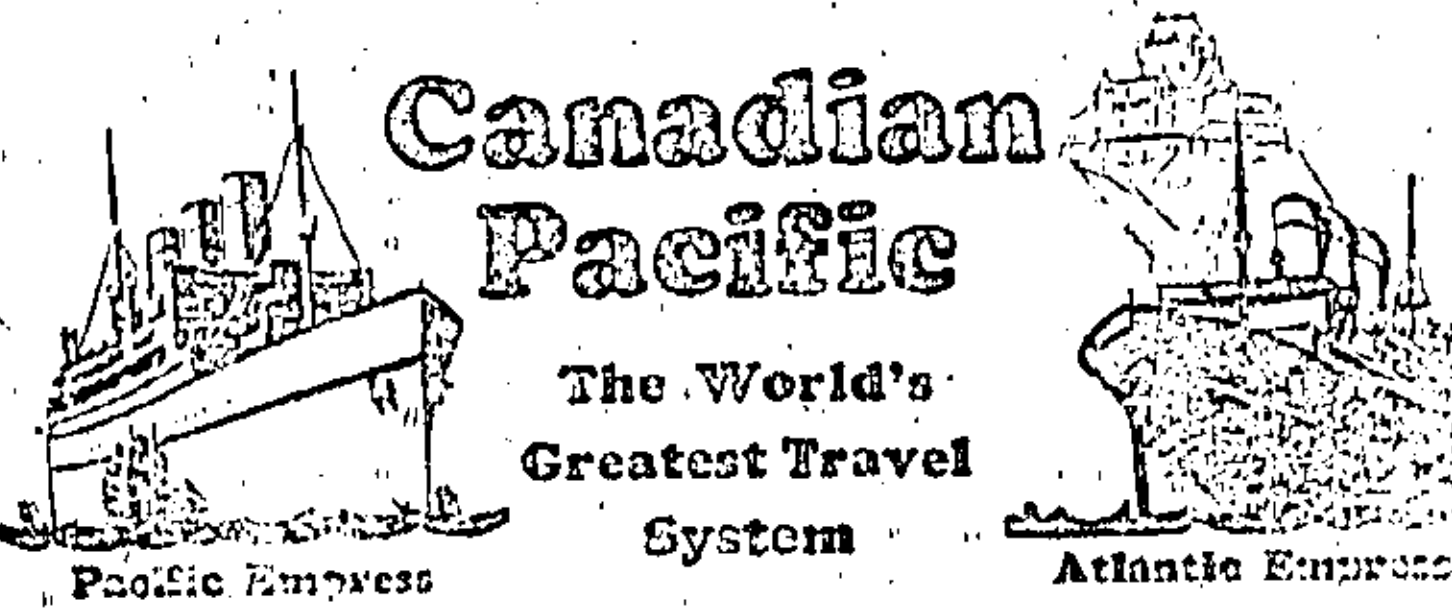


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June 15	Seattle	Geo. Washington	July 13	P'mth-C'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg-S'hamptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'hamptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'hamptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'hamptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'hamptn Sept. 9
Aug. 10	Seattle	Mahatma	Sept. 6	P'mth-C'brg Sept. 1

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 PRESIDENT VAN BUREN ... Tuesday, July 5th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th 6.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT HARRISON ... May 24th, 6.00 a.m.
 PRESIDENT MADISON ... May 24th, 6.00 p.m.
 PRESIDENT PIERCE ... May 30th, 6.00 p.m.
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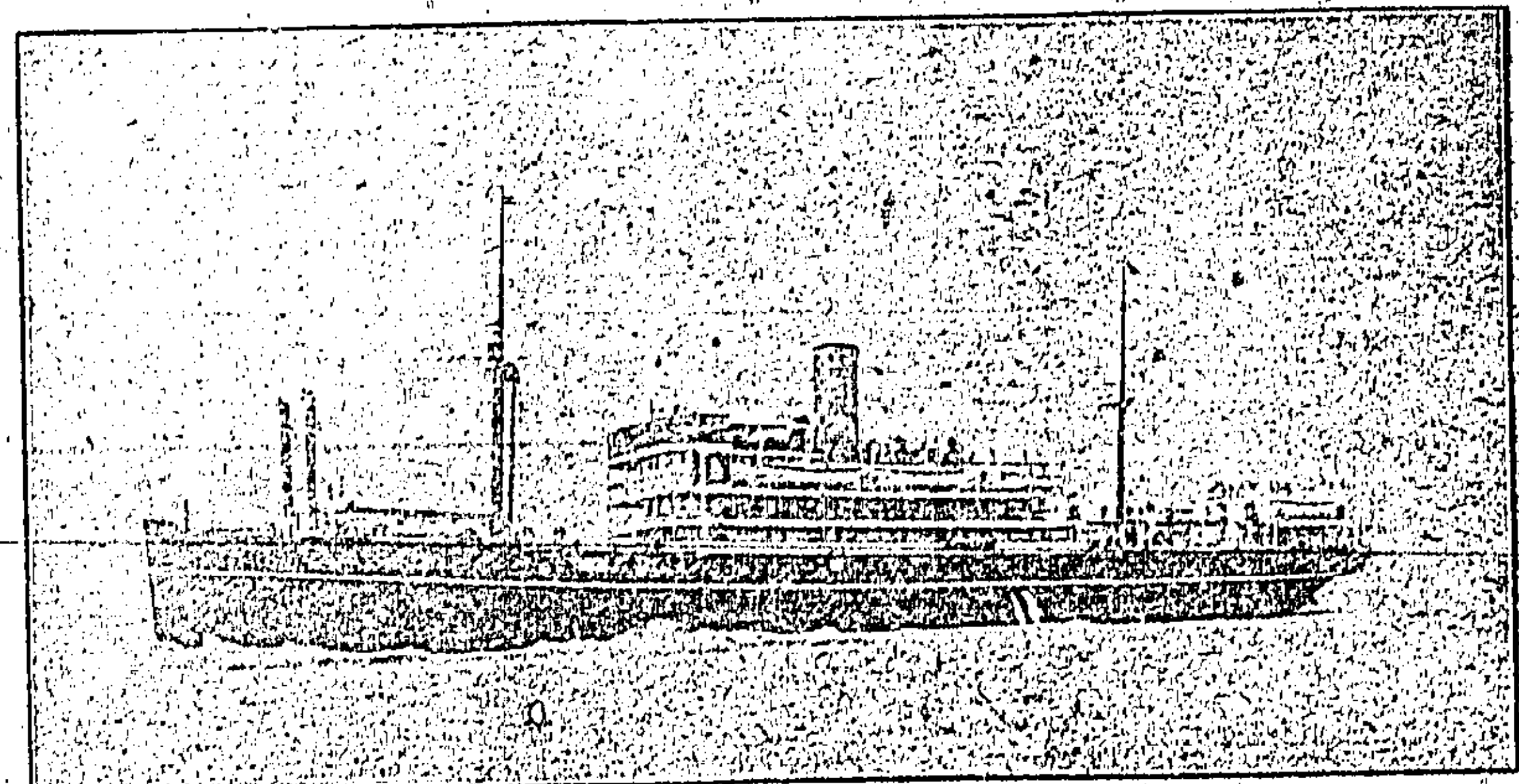
TO AGENTS: "TANKOODOCK" HONGKONG. BUTTERFIELD & SWIRE, Agents
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THE HONGKONG & WHAMPOA DOCK CO., LTD.

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SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... Tuesday, 31st May, at noon.
TENYO MARU ... Monday, 13th June, at noon.
KOREA MARU (Calls Keelung) Tuesday, 28th June, at 10 a.m.
 *Calls Los Angeles
LONDON via Singapore, Suez, Marseilles & Ports.
KASHIMA MARU ... Saturday, 21st May, at 11 a.m.
HAKONE MARU ... Saturday, 4th June, at 11 a.m.
SUWA MARU ... Saturday, 18th June.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU (Calls Zamboanga) Wed, 25th May, at 11 a.m.
TANGO MARU ... Wednesday, 22nd June.
BOMBAY via Singapore & Colombo.
MURORAN MARU ... Saturday, 28th May.
SADO MARU ... Saturday, 11th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.
BOKUYO MARU ... Wednesday, 8th June, at noon.
SOUTH AMERICA (EAST COAST) via Singapore, Copetown & Ports.
WAKASA MARU ... Saturday, 28th May.
NEW YORK and/or BOSTON via PANAMA.
ATAGO MARU ... Thursday, 26th May.
ASUKA MARU ... Monday, 13th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... Wednesday, 15th June.
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU ... Saturday, 21st May.
MOJI MARU ... Monday, 30th May.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
MALACCA MARU (Moji Direct) ... Sunday, 29th May.
LYONS MARU ... Monday, 30th May.
HAKOZAKI MARU ... Monday, 30th May.
TAMBA MARU ... Tuesday, 31st May.
 For further information apply to: **NIPPON YUSEN KAISHA.**
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DODWELL & CO., LTD.

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FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" Sails on or about 19th June.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (RUME) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
 LONDON ... £80.0.0.

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OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ROMOLO" ... Sails on or about 25th May.
 M.V. "VIMINALE" ... Sails on or about 23rd June.
 M.V. "REMO" ... Sails on or about 21st July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails on or about 9th June.
 M.V. "ROMOLO" ... Sails on or about 28th June.
 M.V. "VIMINALE" ... Sails on or about 26th July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 3rd June.
 S.S. "UMVOLOSI" ... Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

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"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. **EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.**

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,** Tel. C. 85. Agents.

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(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination.
NYANZA	7,023	25th May.	S'pore, Penang, Colombo, Bombay & Karachi
MOREA	10,958	29th May.	Marseilles & London
KASHMIR	8,985	11th June.	Marseilles & London
MANTUA	10,946	25th June.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hongkong (about)	Destination.
SANTHIA	7,754	21st May, 9 a.m.	S'pore, Penang & Calcutta
TALAMBA	8,018	10th June.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination.
TANDA	6,956	3rd June.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st July.	Island, Townsville, B'bane.
ARAFURA	6,000	29th July.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.
 The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong (about)	Destination.
MANTUA	10,946	27th May.	Shanghai, Moji & Kobe
TREBARTHA	4,597	23rd May.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	7th June.	Moji, Kobe, Osaka & Yokohama
KALYAN	9,144	10th June.	Shanghai, Moji & Kobe
MACEDONIA	11,120	24th June.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" ... 31st May.
 Steamship "CARNARVONSHIRE" (Via Oran) 29th June.
 Steamship "PEMBROKESHIRE" (Via Oran) 27th July.
 Motor Vessel "GLENOCLE" ... 24th Aug.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Due Hongkong.
 Motor Vessel "GLENSHIEL" ... 23rd May.
 Steamship "PEMBROKESHIRE" ... 11th June.
 Steamship "GLENIFFER" ... 23rd June.
 Motor Vessel "GLENOCLE" ... 7th July.
 Steamship "GLENSHANE" ... 26th July.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

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JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "ELPENOR" ... via Suez Canal 5th June.

S.S. "CITY OF KOBE" ... via Suez Canal 19th June.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.Hongkong & Canton. **Jardine Matheson & Co., Ltd.,** Canton.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

TSINGTAU S'w'ow, N'po, S'hai Fooshing Sun. 22nd May at 10 a.m.
 BANGKOK via Singapore Kwaisang Mon. 23rd May at 3 p.m.
 CANTON ... Hopsang Tues. 24th May at 7 a.m.
 AMOY S'hai, Moji, Kobe & Osaka Kumsang Tues. 24th May at 7 a.m.
 STRAITS & Calcutta ... Hosang Thurs. 26th May at 3 p.m.
 TSINGTAU S'w'ow & S'hai Hopsang Fri. 27th May at 7 a.m.
 SANDAKAN ... Hingsang Satur. 28th May at 3 p.m.
 TSINGTAU S'w'ow & S'hai Hopsang Sun. 29th May at 7 a.m.
 KOBE via Amoy, & Moji ... Kutsang Wed. 1st June at 7 a.m.
 TSINGTAU S'w'ow & S'hai Mingsang Wed. 1st June at 7 a.m.
 TIENTSIN ... Coochinging Wed. 1st June at 10 a.m.
 STRAITS & Calcutta ... Fooksang Satur. 4th June at 3 p.m.
 TSINGTAU S'w'ow & S'hai Kwongang Wed. 8th June at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

MANILA HOTEL.

FIVE GROUPS OUT TO BUY.

With at least five groups of bidders composed of Filipinos, Americans and United States capitalists, who have made known their desire to Malacanan, the Manila Hotel promises to be the centre of one of the greatest bidding activities that Manila has seen in a long time, says the Manila Times.

Local capital will measure its strength with capital from the outside in a contest for the acquisition of this, the best-paying of companies in which the Government holds the controlling stock. No sooner had Governor General Wood announced his plan to sell the Government shares in this enterprise than rival groups were formed.

While nothing definite with regard to the details of the bids could be learned, it was nevertheless possible to ascertain from those in a position to know the facts that B. Haldano-Duncan is to raise money in the United States to provide the financing required. E.M. Baehrach, whose wife runs the Plaza Hotel and the Pines Hotel in Baguio, was reported to be at the head of the local American group. When seen at his office, however, Mr. Baehrach denied having any interest in the deal.

Alejandro Rocas, Sr., publisher of *La Vanguardia*, *Tribune* and *Talib*, heads a Filipino group, the *Times* was reliably informed. Arsenio N. Luz, director general of the Philippine Carnival Association, is said to head another group of Filipino capitalists.

A fifth group is that which recently acquired the N. & B. garage. The price in the different bids is not known, although it was reported that the Haldano-Duncan group had offered to pay P1,200,000. Mr. Haldano-Duncan himself would not honour the report with either a denial or a confirmation.

If the book value of the hotel is to be taken as a criterion of its sale price, this bid is admittedly low. But, as one interested capitalist explained, investors are only interested in the hotel as a money-making enterprise. In normal times the maximum net profit the hotel over made under Government management was P130,000. First mortgage money here is obtainable at ten to 12 per cent, so that P1,200,000 is considered a fair price.

CAFE ROBBED.

CUSTOMER INTERESTED IN "THE ART OF SWINDLING."

A young Chinese believed to be a teacher of an English school in Hollywood Road was arrested last night near the Central Market by two Chinese detectives, charged with larceny of \$500 in the Man Yuen Cafe.

The arrested man had been a regular customer of the Man Yuen Cafe for a long time past. In his many chats with the folks and the waitresses he became familiar with things in the shop.

On the night of the 19th, inst. he paid his usual visit to the cafe. There he sat and chatted with the folks and at intervals he was seen reading a Chinese novel called "The Art of Swindling."

At 2 o'clock in the morning the cafe was closed; but Chew remained under the pretext that he wanted to finish reading his novel. After a while he was seen prowling around the cafe. Then he suddenly disappeared.

The next morning it was found that \$500 had been taken from the safe. It was believed that the accused was responsible.

WUCHOW RIVER BOATS.

AN ANTI-PIRACY SCHEME PROPOSED.

The management of a certain Wuchow-Hongkong river boat company has suggested that before leaving the harbour not only the passengers and all cargo should be thoroughly searched by the seamen on duty so as to frustrate the plans of pirates to smuggle arms and ammunition on board, and should two or more steamers be sailing on the same voyage all should leave the harbour at the same time. In so doing, when boats are sailing close to one another, they eventually could be benefited by mutual help in case of piracy and other accidents.

Although barely 13 years old, Mlle. Claude Korthals, a Dutch girl, is exhibiting at the Salon of Independent Artists in Paris. Her work, chiefly animal studies taken from life, has won high praise from critics, particularly when they learned that she had just entered her teens. She is the daughter of a widely known Dutch caricaturist.

PASSENGERS.

ARRIVED.

Per s.s. *Kashima Maru* from Japan and ports, May 20.—Mr. S. S. Crigrie, Mr. T. Inoue, Mr. J. Medoki, Mr. A. A. Remedios, Mr. C. B. Shank, Mr. E. Stone, Mr. Chang Hong Siang, Mr. T. Black, Mrs. T. Black, Mr. Yeh Tuh Tso, Mr. Yang Chih Tsen, Mr. Y. Baba, Mrs. L. M. Bate, Miss M. L. Bate, Master F. O. Bate, Mr. L. Bate, Master C. E. F. Barrow, Miss M. D. Barrow, Mrs. Chua Cheng Hock, Mr. Chua Cheng Hock, Mrs. H. H. Cohen, Mr. E. J. Cheshire, Mrs. J. Cheshire, Mr. N. Dohi, Mr. M. Derwudee, Mrs. M. Derwudee, Miss S. Derwudee, Miss J. M. Derwudee, Mr. K. Endo, Mr. K. Fujino, Mr. Ho Eng Wah, Mr. T. Hayakawa, Mrs. M. Hayakawa, Mr. K. Hanashima, Mrs. L. R. Hyland, Mr. T. Ishio, Mrs. E. Ishio, Mr. Y. Ito, Mrs. A. Jommet, Master J. W. Jommet, Miss D. J. Jommet, Master R. V. Jommet, Miss H. Kikuchi, Mr. Loke, Yik Cheo, Mrs. Loke Yik Cheo, Miss Loke Wi Yin, Mrs. K. Matsue, Mr. T. Murakami, Mr. H. Miyata, Mr. G. J. Morgan, Mrs. J. Morgan, Miss O. K. Norris, Dr. N. Nagai, Mrs. T. Nagai, Miss Y. Nagai, Master M. Nagai, Master T. Nagai, Master M. Nagai, Miss T. Nagai, Mr. T. Nishino, Mr. I. Nishikawa, Mr. N. Nishi, Mr. Negishi, Mr. F. Oshida, Mr. S. Okubo, Mr. M. L. R. Levine, Mr. B. Sasaki, Mr. H. Shimamoto, Mr. F. Sugden, Mr. J. Sakane, Mrs. F. Sakane, Miss K. Sakane, Miss Y. Sakane, Mrs. A. Soulsby, Master J. E. M. Soulsby, Mr. S. Takano, Mrs. M. Takano, Mr. F. Troiani, Mr. S. Takagi, Mr. T. Tanaka, Mr. G. Takagi, Mrs. Y. T. Tanaka, Master S. Tada, Mr. I. Tada, Mr. K. Tomita, Mr. T. Takahashi, Mr. K. Tange, Mr. H. Yoshida, Miss S. Yokota, Mr. H. Aoyama, Mr. J. S. Bowman, Mr. F. S. Brown, Mr. E. Elliot, Miss E. Elliot, Mr. I. Hamabayashi, Mr. O. Haisont, Mrs. O. Haisont, Mr. Monk Kwang Tong, Mr. G. Katsuka, Mr. T. Kaneko, Mr. M. Kawamoto, Mr. S. Kobayashi, Mr. J. Katsurada, Mr. S. Mori, Mr. K. Mirua, Mr. K. Miyaji, Mr. Y. K. Marshall, Mr. K. Miyakata, Mr. S. Ohmura, Mr. J. Ono, Mrs. J. Ono, Mr. Pao Chuen Yen, Mr. T. Suzuki, Mr. T. Shimizu, Mrs. H. Shimizu, Mr. Tock Ting Ming, Mr. K. Taku, Mr. S. Tanaka, Mr. K. Takahashi, Mr. H. Taynton, Mrs. D. Taynton, Mr. K. Yamanaka.

Per s.s. *Tango Maru*, from Australia, May 19.—Miss V. O. Down, Mr. J. R. A. Penna, Mr. C. E. Crossman, Mrs. E. R. D'Arenberg, Mr. H. Houston, Mr. E. W. L. Gulyay, Mrs. G. Gulyay, Mr. Kao Wa, Mr. Te Kiang Giek, Mr. A. Gomez, Mrs. E. Gomez, Master A. Gomez, Mr. T. M. Brodett, Mr. C. Aguirre, Mr. F. Inocencio, Mrs. Inocencio, Mr. J. Watumull, Mr. G. Hatchang, Mrs. Ambrosio, Mr. R. Anzuza, Mr. E. J. Springthorpe, Mrs. N. Springthorpe, Mr. H. Tomikawa, Mr. K. Karaki, Mr. T. Yasui, Mr. K. Takahashi, Mr. A. Takahashi, Master F. T. Takahashi, Mr. T. W. T. Takahashi, Mr. U. Kimura, Mr. C. B. Ware, Miss M. M. Elders, Mrs. S. Inoue, Miss T. Inoue, Miss C. Inoue, Master T. Inoue, Mr. K. Nakano, Mrs. Y. Mitani, Mrs. Y. Okazaki, Mr. S. Niki, Mrs. S. Niki, Master K. Niki, Master M. Niki, Miss K. Niki, Mrs. S. Yam-

CONSIGNEE NOTICE.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S.

"AFRIKA" having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed. No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 26th of May, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashie on the 24th of May, 1927 at 10 a.m. All claims against the vessel must be presented to the Undersigned before the 6th of April, 1927 or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:

JOHN MANNERS & CO., LTD.

Agents.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO' ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLOMOND"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th June, 1927, will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 27th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.

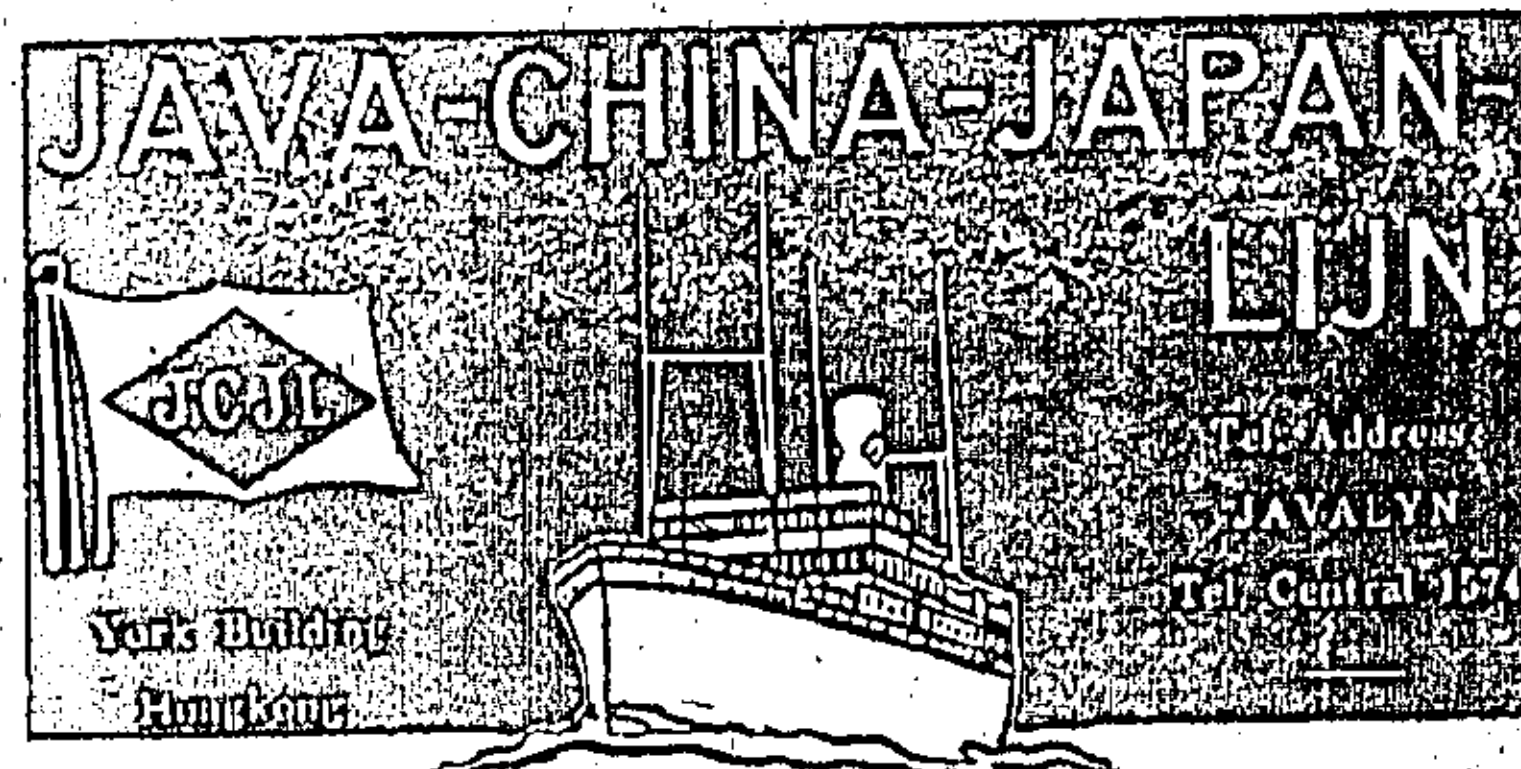
Agents.

Hongkong, May 20, 1927.

amato, Mrs. J. S. Maue, Miss K. M. Maue.

DEPARTED.

Per s.s. *Tango Maru* for Japan, May 20.—Mr. and Mrs. E. I. Springthorpe, Mr. S. Sano, Mrs. A. Yamaguchi, Mr. K. Karaki, Mr. A. Tomikawa, Nurse Elders, Mr. C. B. Tuckey, Mr. C. B. Ware, Mr. Yasui, Mr. and Mrs. T. Yashiro, Mrs. J. S. Nance, Mr. Takahashi, Mrs. Takahashi, Mrs. Y. Mitani, Mrs. Okazaki, Mrs. Taki Tanaka, Mr. A. Nakano, Mrs. Inoue, Mr. T. Akiyama, Mr. Wong Wai Yeung, Mr. Li Kar Ku, Mr. and Mrs. Lau Chung Ming, Mr. and Mrs. Niki.



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Java, Mcesr	21st May.	23rd May.	Amoy, N. China
Tjisaroca	Batavia	29th May.	2nd June.	Shanghai
Tjikarang	Shanghai	30th May.	2nd June.	Batavia
Tjilpanas	Java, Mcesr	30th May.	4th June.	Saigon
Tjilmanoeck	Java, Mcesr	6th June.	9th June.	Amoy, N. China
Tjikini	N. China	8th June.	9th June.	Batavia
Tjisondari	Batavia	12th June.	15th June.	Shanghai
Tjisaroca	Shanghai	15th June.	16th June.	Batavia
Tjitaroem	M'kear, Java	20th June.	23rd June.	Amoy, N. China
Tjisalak	N. China	22nd June.	23rd June.	M'kear & Java

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

Loading about:

M.V. "JAPAN" ... 8th June.
 FOR SHANGHAI AND JAPAN PORTS.
 M.V. "BENARES" ... 29th June.
 M.V. "NANKING" ... 14th July.

For further particulars apply to the

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Rooms will not be available for the Public,
neither the Lounge & Dining Room, till after the
14th day of June. There is a special lounge at the
back of the Bar for the Public.

HOTEL SAVOY

When in doubt, make it The Savoy!

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

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Tels. K. 608-609. H. J. WHITE
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PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE Cables:—"EUROPE"
Singapore.

HOTEL
SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

YOU MAY WISH TO
ENTERTAIN
THIS WEEK-END THEN
COME

and enjoy yourselves at the
CAFE RESTAURANT PARSIE
where your
ENJOYMENT IS ASSURED.

IN THE EVENING

Besides the usual informal
DINNER DANSANT
You will have an opportunity of witnessing
some excellent

EXHIBITION DANCING
By Prof. C. Theresses & Miss M. Senour.

Pedder Building. Telephone C. 1576.

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FORCE DESIRED.

(Continued from Page 1.)

far in many details and many who
have lived through the changes in
Hunan believe the whole technical
structure, is based "on Russian
models."

Officials in the Hankow Govern-
ment, however, deny any similarity.
Arrivals, both Chinese and
foreign, from the outposts unani-
mously declare that the revolution
is no longer Nationalist but
is Communist. The peasants have
been elevated to positions of do-
minance and the unions are
omnipotent. The Nationalists con-
stantly compare the present revo-
lution to the French Revolution,
but the analogy scarcely holds.

A Catholic missionary from
Hengchow told of confiscation and
the occupation of all mission prop-
erty in that area and said that
Hankow is powerless to do any-
thing except to make promises in
reply to protests. The National-
ists are unable to control the ris-
ing tide of peasantry.

Demands for Funds.

During last week the peasants
demanded \$10,000 from the mis-
sion at Hengchow through the
Chinese pastor who is remaining
there. The pastor transmitted the
demand to Hankow and it was re-
fused promptly, but the mission
members fear that the result will
be the destruction of all of their
property.

One interesting phase in the
Hengchow area is reported, that
of a campaign to force the for-
eigners through the mission to re-
fund the Boxer indemnities paid
to the European Powers. The
campaign was taken up by the
newspapers, but so far nothing
has come out of it.

Doughty missionaries are eager
to return to their parishes, refus-
ing to admit that Christianity has
failed in China and declaring that
the situation is fundamentally un-
changed. Once the present dis-
turbances are removed the
Chinese will welcome their foreign
friends once more. Their entire
arguments are based upon the
eradication of the Bolsheviks.

Considerable anti-Christian pro-
paganda is being carried on in the
Chinese press.

RICE AS BAGGAGE?

EUROPEAN SHIPMASTER
CHARGED.

At the Marine Court this morn-
ing, Captain C. Mutton, of the s.s.
Wing On, was charged before
Lieut. Commr. J. B. Newill,
D.S.O., R.N., with working cargo
on Sunday without a permit.
Defendant was represented by Mr.
Hugh Jones, and pleaded not
guilty.

Police evidence was to the effect
that rice, flour and other gear had
been taken on board, numbering in
all 58 packages. This was corro-
borated.

Mr. Hugh Jones contended that
the goods were the private prop-
erty of cargo runners, for which no
freight was paid, neither was it
tallied on board. It was in every
respect personal luggage. The case
was adjourned until 10 a.m. on
Tuesday.

Other Cases.

Two fishing boat masters pleaded
guilty to using drags in the Naval
Anchorage and were fined \$20.

The master of a steam launch, for
towing three lighters abreast
through the Yaumati Shelter En-
trance, was fined \$10.

EIGHT HOUR DAY.

FRANCE PROVISIONALLY
ACCEPTS.

Paris, May 20.
The Chamber has adopted the
ratification of the Washington Con-
vention relating to the Eight Hour
Day and the 48-hour Week, with
a reservation inserted by the Senate
subordinating the application of
the Convention to previous ratifica-
tion by Britain and Germany.—
Reuter.

HOW MUCH DO YOU KNOW?

The following are the answers
to to-day's questions:—

1. Henry Carey, 2. Sally in Our Alley, 3.
Hebrew doctrine, of which the secrets were
revealed to Moses on Mount Sinai, 4. A
ministry of Charles II. which devised its
name from the initial letters of the principal
members, Clifford, Ashley, Buckingham, Ar-
lington, Lauderdale, 5. Edmund Tudor, son
of Katherine of France, and Margaret Beau-
fort, great-granddaughter of John of Gaunt,
16. A disease given to the Earl of Salisbury
afterwards a reigning dynasty of Egypt, whose
descendants were slain by the Turks in 1811.
17. The conqueror of Persia, India, Egypt, in
the fourth century, 18. A small temple at
Mecca containing the sacred Black Stone.
19. The name given to the Earl of Pembroke
on account of his exploits in Ireland in the reign of Henry II., 20. Cranston.
21. Fabled land of high civilization supposed
to have been engulfed by the Atlantic, 22.
World religious sect founded by Ludovico Ma-
gister in 1651, 23. Marian Evans, afterwards
Mrs. Cross.

CHANCELLOR'S BUDGET DAY.



Mr. Winston Churchill, accompanied by his daughter, Miss
Diana Churchill, on his way to the House of Commons to make
his Budget Speech.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:—

Banks.

Hongkong Bank, \$1,060 sa.
Chartered Bank, \$20 n.
Mercantile A. & B., \$30 n.
Mercantile C., \$13 n.
P. and O., \$24 s.
East Asia, \$63 n.

Marine Ins.

Canton Ins., \$620 n.
China Underwriters, \$30 n.
North China, Tls. 143 b.
Union Ins., \$280 X. Div.
Yanetze Ins., \$38 n.

Fire Ins.

China Fires, \$200 X. Div.
Shipping
Douglases, \$31 n.
Steamboats, \$224 b.
Tugs, \$1,104 n.
Indo-Chinas, (Prof.) \$30 n.
Shell Trans., 98/- n.
Star Ferries, \$55 sa.
Waterboats, \$142 b.

Refineries.

China Sugars, \$181 b.
Malabons, \$31 n.

Mining.

Benguets, \$170 b.
Kailans, 38/- b.
Langkats, Tls. 21 n.
Shai Exploration, Tls. 4 n.
Shanghai Loans, Tls. 7 n.
Raubs, \$4 n.
Tronohs, 21/- n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$105 sa.
Whampoa Docks, \$38 n.
Hongkows, Tls. 133 b.
New Engineerings, Tls. 5 b.
Shanghai Docks Tls. 105 b.

Lands, Hotels, etc.

H. and S. Hotels, \$7 n.
H.K. Lands, \$54 sa.
Realty, \$5 s.
Territorials, \$12 n.
Humphreys, \$124 n.
Princes Bldgs, \$89 n.
Rural Lands, \$14 n.

Cottons.

Ewo Cottons, Tls. 7.70 b.
Orientals, Tls. 2.10 b.
Shai Cottons, Tls. 52 b.

Buses, Trams.

China Buses, Tls. 7 b.
Tramways, \$204 b.
Peak Trams, (old) \$15 n.
S'pore Tractions 10/6 n.
Taxis, \$1 n.

Miscellaneous.

Amusements, \$20 sa.
Canon Icos, \$4 sa.
Comments (Comb.) \$71 b.
China Lights, \$12.90 b.
China Prov., \$4.40 b.
Constructions, \$2.30 n.
Dairy Farms, \$152 b.
Der A. Wing, \$6 n.
H'kong Electric, \$552 b.
Macao Electric, \$35 b.
Ropes (Old) \$10 n.
Lane Crawfords, \$7 s.
United Asbestos, \$20 n.
Watsons \$11 n.
Powells, \$6 n.
Telephone 3.70 n.

Close secrecy surrounded the
wedding at Christ Church, Lancas-
ter Gate, London, last month, of
Sir Francis Vane, fifth baronet, to
Mrs. Douglas Crobie. After being
postponed once, the wedding was
fixed to take place at Christ
Church on April 14 last, but was
again postponed indefinitely, no
reason being given.

Sir Francis served in the Boer
War, and has travelled a great
deal. He was at one time a Par-
liamentary candidate for Stafford-
shire, and was the founder of the
Boy Scouts movement in Italy.
He volunteered for the Great War
at the outbreak, and assisted in
the suppression of the Irish Re-
bellion in 1916. He was founder
in 1913 of the world order of So-
cialism. Sir Francis, who is 66
years of age, married the third
daughter of the Baron De Costa
Ricci in 1888. She died in 1922.

AIR RACE THRILLS.

CROWDS SEE REMARKABLE
ESCAPES.

There was a dramatic opening to
the final day's racing at the East-
er flying meeting at Bournemouth.
The first race had not been in pro-
gress more than a minute before
one of the competing machines
crashed just outside the bounds of
the Emsbury Park Racecourse, the
pilot and passenger having a mira-
culous escape from death.

The pilot was Flight-Lieutenant
G. I. Thomson, chief instructor to
the Hampshire Aeroplane Club, and
the passenger Mr. W. J. Stanford,
assistant ground engineer to the
club. Mr. Stanford received a slight
cut on the neck, but the pilot was
uninjured.

Their machine, a D.H. Moth,
was one of nine planes taking part
in the first heat of the Bourn-
mouth and District Hotels and Re-
staurants Association handicap
sweepstakes. It rose normally and
had reached a height of a hundred
feet, when the engine "spitted,"
and the revolutions dropped to
such a degree that the pilot realised
he would have to make a forced
landing. Accordingly he turned
with the object of returning to the
race-course, but before he could
carry out his purpose the machine
fell on a fence of corrugated iron
topped with barbed wire. Am-
bulance men and officials rushed to
the spot expecting to find the men
killed, or, at any rate, injured, but,
to their surprise, they were met by
the pilot and his passenger, both
of whom had managed to extricate
themselves from the wrecked ma-
chine.

The incident was an unexpected
thrill for the spectators, who, in
the excitement of the moment, over-
looked the fact that Mr. Dudley
Watt, the scratch, was tearing
round the twenty-mile course in
his S.E. 5A machine at a speed of
114 1/2 miles an hour to win the heat.
The second heat went to Major
L. P. Openshaw, who recently had
a flying honeymoon.

Mr. Watt was not a competitor in
the final of this race, however,
owing to a control of his machine
being slightly damaged in a thrill-
ing incident in an intervening
event. Thus the winner was Mr.
Bert Hinkler on an Avro-Avian,
Major L. P. Openshaw (Westland
Widgeon) being second, and Cap-
tain H. S. Broad (D. H. Moth)
third.

Collision Just Averted.

It was during the race for the
Killjoy Trophy—a cup presented by
a body of Bournemouth towns-
people who successfully resisted a
proposal to hold races on Easter
Sunday—that Mr. Dudley Watt's
machine, an S.E. 5A, developed its
defect in thrilling circumstances.
Passing the grand stand at terrific
speed, the plane nearly came into
collision with a machine of a simi-
lar type piloted by Flying Officer
A. H. Wheeler. In avoiding the
other plane Mr. Watt made a dan-
gerous turn and dive, which for an
instant seemed to spell disaster.
By his superb efforts, however, he
righted the machine, and in doing
so passed one of the turning points
incorrectly. This fact caused his
disqualification, much to the regret
of the spectators, who had watched
him finish second after starting 17
seconds after scratch. The defect
in his plane was discovered after
he landed. The winner was Mr.
Bert Hinkler (Avro Avian), Capt.
G. De Havilland was second, and
Capt. Stack third, both flying D.H.
Moths.

The Holiday Final Handicap,
flown in three heats, was won by
Mr. Bert Hinkler on an Avro-Avian
from Flight-Lieutenant J. A. Gray,
also on an Avro-Avian, and Cap-
tain H. S. Broad on a D.H. Moth.
Captain Broad held the lead for
two laps, but eventually
was passed, and Mr. Hinkler
won in comfortable fashion.
Two competitors, Squadron
Leader T. H. England and
Flying Officer R. L. Rags, had to
make forced landings during the
races. Both alighted in the same
field and neither was hurt.

An official of Imperial Airways
(Limited), whose liners took up
over 400 passengers during the
meeting, stated that on May 6 the

Entertainments

TO-DAY
ONLY

QUEEN'S

2.30, 5.10
7.15, 9.20

GLORIA SWANSON

in

BLUEBEARD'S 8th WIFE

SECOND CHARLESTON LESSON

ALL
SHOWS

WORLD

TO-DAY
ONLY

POLA NEGRI

in

FORBIDDEN PARADISE

5 p.m.

STAR

9.15 p.m.

WILBUR PLAYERS

in

THE FAMILY UPSTAIRS

prices: \$3, \$2, \$1. Servicemen: Half
Price at Matinee

Note: There will be a special Peak Tram
to-night at 12.30.

MONDAY & TUESDAY

"ABIE'S IRISH ROSE"

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ALL

NIGHT

SHOWING TO-MORROW

AT THE

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4a, Des Voeux Road Central.

Company would inaugurate sight-
seeing flights over London at a
cost of 2 guineas per person. A
novel feature of the scheme is that
passengers will be served with
afternoon tea while in the air.

A special flag for Mussolini in
his capacity as premier of Italy is
being devised by the experts of the
navy, and will be flown from the
masts of all units which the Duce
honours with a visit. The details
of this special flag and its charac-
teristics have not yet been made
public. Special flags are also be-
ing prepared for all the other
ministers and under-secretaries.
The Duce will thus have two flags
flying in his honour when he
boards an Italian battleship or
cruiser, one in his capacity as pre-
mier, and the other as minister of
Marine.

Severe sentences were passed
by the Cadiz Court recently on the
cost of 2 guineas per person. A
man who attacked Mrs. Rose Mary
Lowe, of Newcastle, England,
wife of a former member of the
Royal Army Medical Corps, at
Campamento Spain, last August.
The ringleader was sentenced to
fourteen years' imprisonment, and
the second man, on account of his
youth, to eight years only. A third
man was set at liberty. It will be
recalled that Mrs. Lowe and her
husband, returning to their villa
one night, lost their way. They
were attacked by the prisoners,
Mrs. Lowe being grossly ill-treat-
ed. At the same Court Joseph
Mceniff, the Maltese, who was
handed over to the Spanish Au-
thorities by the British in January
last year, was sentenced to twenty
years' imprisonment for murder-
ing a man named Stin.